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& MOTORCYCLE TECHNOLOGY

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**Honda characterizes its NAS** (New American Sports) concept bike—first seen during the AMA/World Superbike weekend at Laguna Seca in July—as a vision of “a brave new world,” and never mind that we’ve seen many of its revolutionary new features elsewhere.

**Take the shaped muffler** underneath the engine—anybody seen a Buell Blast lately? Or the under-seat radiator—Tul-Aris, anyone? Honda’s claim that the NAS “alters motorcycle reality” may be a bit much.

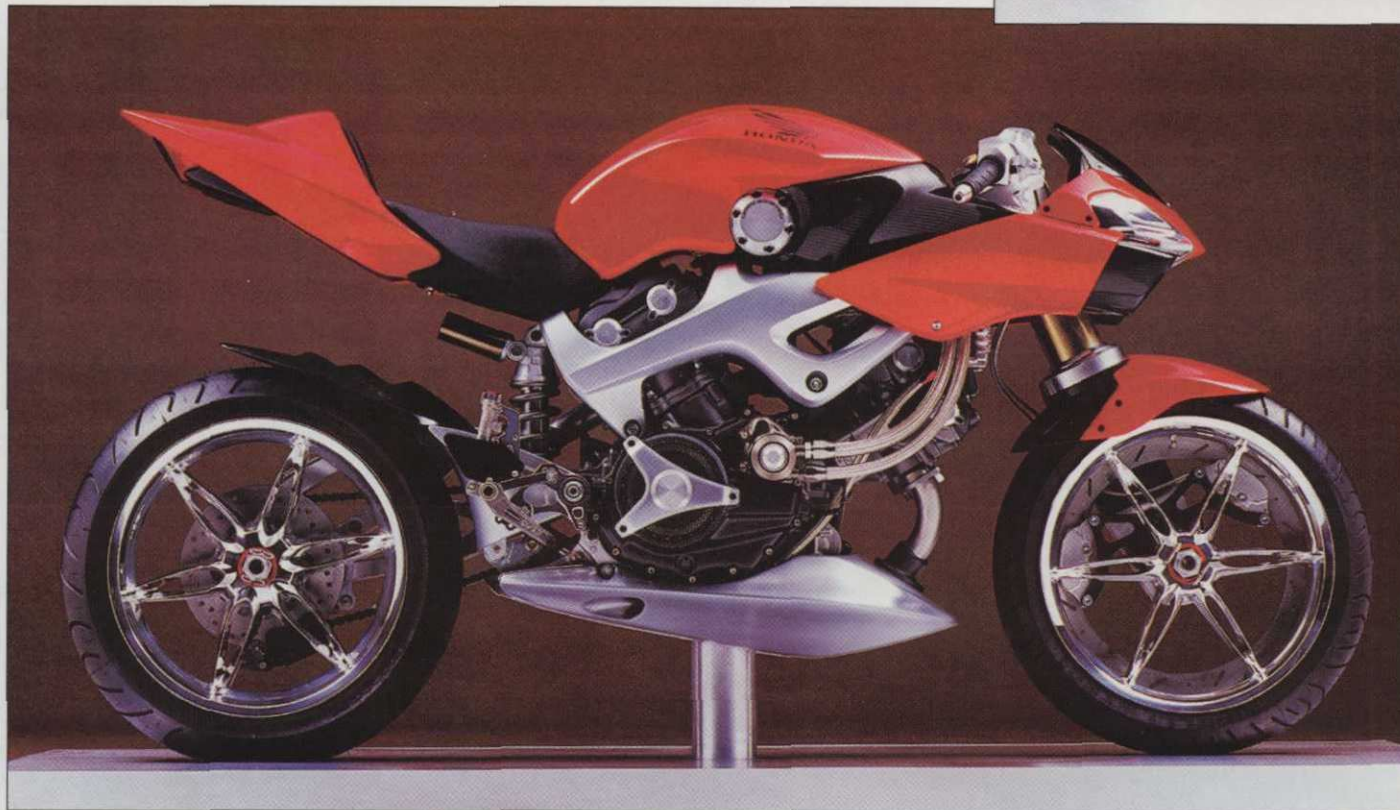
**Be that as it may**—and bearing in mind that it can be argued that everything is

“If you look at existing machines in today’s market, you see that the top-tier sportbikes were designed by engineers for racing purposes; repli-racers own the spotlight. We wanted to set a new direction for sports bikes, but back to the street rather than toward the racetrack. The market for racer-style bikes is obviously strong, but we envisioned a different group of riders searching for a new category of sport machine. The vast majority of consumers spend their entire riding lives on the street, not the track, so it’s not necessary to establish racing function as the top priority for these riders. And so, we gave the New American Sports a highly personal, owner-directed allure by incorporating a superior level of execution, using visible mechanical parts that are highly stylized and finely finished.”

**The release goes on to quote** Manchester again, as saying “Performance always takes a high profile in motorcycling, but we were looking to reinforce the emotional attachment that owners have with their bikes. We achieved that goal by placing a major emphasis on the exposed hardware on this machine, dressing it up rather than



Left three-quarter view of the Honda NAS concept bike, with a single-shock, single-sided swingarm that pivots in the engine cases and doesn’t look anywhere near rigid enough to work, and a streamlined stainless-steel muffler underneath the engine, *à la* Buell.



Right side of the Honda NAS, a design and styling exercise that could indicate the direction of future production bikes. Note small muffler exit positioned to maximize exhaust heat reaching the right side of the Pirelli rear tire, the carbon-fiber dry-clutch pressure plate, the stylized water pump with braided stainless-steel coolant lines, and the airy, machined-from-billet aluminum alloy wheels.



A view of the radiator mounted underneath the seat and designed to be force-fed through ducting from one of two fairing intakes. One tip-off that this is a concept bike and not a production piece is the lack of any apparent cool-air ducting sufficient to cool the radiator.

derivative—the NAS is as wild a total package as we’ve seen. The design exercise is a product of Honda R&D Americas (HRA), which a Honda press release on the NAS describes as being a “top-secret two-wheeler think-tank” located in Southern California. The project’s emphasis is on “gorgeous hardware,” according to the press release, which quotes HRA Executive Designer Martin Manchester as saying, “This concept bike takes a new direction in motorcycling, a path that emphasizes the beauty and aesthetics in the execution and creation of a sportbike.”

**Tony Schroeder is the HRA** Senior Designer in charge of the NAS project, which was launched in the winter of 1999. The release quotes Schroeder as saying, “With an advanced project like the New American Sports, we aren’t forced to work under a cloud of urgency; there are no production deadlines to meet, so we’re free to take our time and think outside of established norms and push the limits. Unlike most advanced projects, however, the goal with the NAS was to not only create the image of a futuristic machine, but we also had the green light to take the bike to an unusually high degree of finish work. Part of our goal with the NAS was to develop and perfect new methods of model construction, and to push motorcycle engineering concepts into the ‘what if’ realm.”



Left-side view of Honda NAS concept bike, showing single front suspension tube with eccentric front axle adjuster. Rim-mounted front brake disc works with two four-piston calipers. Tank fitting appears to be a quick-fill vent to match the quick-fill dry-break on the right side.





Three views of the Honda NAS concept bike, showing dual air intakes—one for the airbox and one for the radiator, quad projector-beam headlights, billet lever/perch/master-cylinder/switch housings, and conventional fuel tank filler cap. The aluminum-alloy frame appears to be based on the Super Hawk VTR1000 frame, which connects the steering head to the rear of the engine cases, without any swingarm pivot plates.



concealing it behind bodywork. We've applied a great deal of forward-looking technology plus distinctive styling touches throughout, and lavished a huge amount of detail work on this bike. Because every bit of hardware on this machine has been designed for aesthetic appeal, the New American Sports purposely transcends the constraints typically dictated by production, function and cost issues."

**That last bit of quote is telling**—this is a concept bike, a design exercise, a model built by a styling house. It is not an engineering study or a production prototype. Which is not to say that something similar couldn't take to the streets some day.

**The way the press materials** explain it, "the New American Sports began as a concept, advanced through iterations of sketches, then took shape as a full-scale clay mock-up. With the NAS, the scale of the elements in the bike took on great importance. The project began with a liter-class liquid-cooled V-twin, largely because it is an attractive-looking powerplant, but also because in running form it would generate much-desired torque as well as a resonant, booming exhaust note. With such a large engine, a decision was made to center the bike's mass around the engine compartment, thereby leaving a light, open and airy appearance to the front and rear sections.



**"The commitment to such a basic form** and theme lead to many challenges, problems that were often solved with elegant engineering solutions. Case in point: The radiator. With all the effort spent on dressing up the engine, the radiator couldn't be allowed to clutter up the front or the sides of the NAS, so it had to be hung in an innovative location—under the bodywork on the tail section!" Wow, we had no idea that the radiators on the RC51 were cluttering up the design, but we stand corrected.

**The release continued,** "Now, how to route cooling air to the aforementioned hidden radiator? Cool air is force-fed through one of the two nostril intake ducts, routed under the tank and seat, and down through the radiator."

**Then there is the matter** of the front suspension, a huge single telescopic fork leg with the wheel attached on the right side, using an eccentric axle adjuster to allow changes in rake and trail by changing ride height as well as the offset of the front axle relative to the steering axis. In theory, the system could work—Cannondale has been very successful with a single-leg front suspension system on a mountain bike (bicycle), the major issue to be resolved being the rigidity of the axle attachment. The front wheel, carved out of billet aluminum alloy, carries a huge rim-mounted brake disc with two fork-leg-mounted calipers, one forward and one rearward of the fork leg.

**The way the press release** explains it, "The mono-arm suspension is constructed of carbon fiber and aluminum, with the damper and spring neatly enclosed within a massive steering head. An integrated steering damper rests atop the steering head/mono clamp (in place of a conven-

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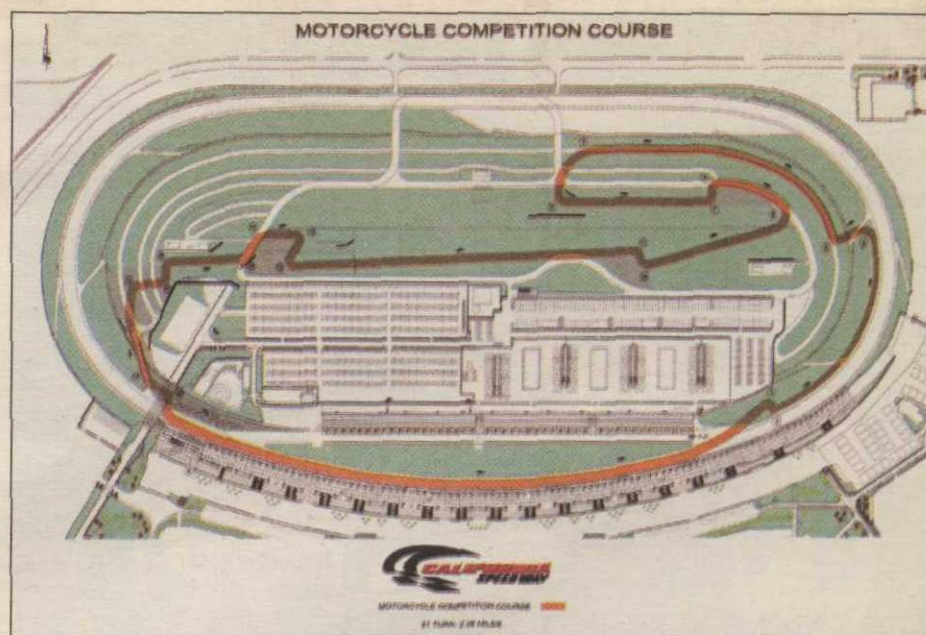
tional triple clamp) for convenient access, and yes, once again, this component is beautiful in its execution. An eccentric cam surrounds the axle to allow for adjustments in steering trail; steering characteristics can be fine-tuned to fulfill the rider's preference. This configuration leads to the use of a large single-rotor front brake—in this case an elegant, floating rim-mounted unit with calipers that automatically re-align with changes in steering geometry."

**The release continues** by again quoting Manchester: "Sometimes advanced engineering leads to new styling concepts, but in this case, the styling of this front suspension could lead to new, advanced engineering concepts. We purposely worked to push both the style and engineering envelopes with this treatment." Note those words, again reinforcing the fact that this motorcycle is a design/styling exercise, not a fully-engineered piece ready for production. In other words, the HRA stylists have worked out the form, and before we could see something like this on the road, engineers would have to figure out the function—and how to build it.

**According to the HRA release**, the designers were inspired in part by the human skeleton! Again quoting from the release, "The front brake's large size and outboard mounting serve a functional purpose in enhancing stopping power, but it also accentuates the wheel's airy and lightweight styling. HRA designed the billet aluminum wheels, taking cues from organic, asymmetrical shapes contained within the human skeleton."

**The release then quotes** Schroeder again: "The organic skeleton theme echoes repeatedly throughout the New American Sports. It begins with the front wheel and moves back to the frame, swingarm and rear wheel, just as bones connect segments in the human form. All of these structural elements combine thick and thin sections, just like a paired tibia/fibula in the lower leg. We intentionally blended this organic, sculptured look with the hardware and technology for a fresh appearance and aesthetic appeal."

**NAS controls combine lever perches**, master cylinders and switches in single, machined-from-billet pieces sure—if the NAS reaches production—to set new records for replacement parts pricing. The rear of the gas tank—which appears to use a dry-break refueling and venting system, filling on the right side and venting on the left side—is relieved to make room for the rider's knees, while the front is relieved to make room for the handlebars and the rider's hands at full steering lock. An airbox lives underneath the fuel tank, fed by the air intake that isn't used to feed cool air to the underseat radiator. Just how



A drawing of the new road course being built at California Speedway in Fontana, California. An AMA National may be held at the Southern California facility in 2002.

there's enough room for a ram airbox, ducting to the radiator and a reasonable fuel load isn't explained in the NAS press release. Again, this is a design and styling exercise, not a production prototype.

**Four projector-beam headlights** are carried in the tiny nose fairing, and the instruments, again according to the press release, "light up with Indiglo-style illumination," whatever that is.

**Now, about that under-engine**, Buell Blast-like muffler, which, we must in fairness point out, is much better looking than the Blast unit, even if the function and concept is the same: "To keep the rear of the machine as clean as possible, Honda designers created an exhaust system beneath the engine in the shape of an aerodynamic cowl."

**The release continues**, "The mini-hump on the abbreviated seat serves to hold the rider in place; it's reminiscent of a Formula 1 racecar's air intake. And what about the intriguing triple humps sculpted into the tasty carbon-fiber mudguard? They serve a function by adding rigidity, but their main purpose is to provide aesthetic pleasure." Allright, guarding against mud and tasty, too! We'll bet \$5 that Cycle World actually uses the word "tasty" in the lead paragraph of that magazine's first published story referring to the NAS.

**And for the big wind-up**, we again go to the release: "With a superabundance of pure mechanical eye candy—carbon fiber, titanium, machined billet aluminum—all rolled into one package, it becomes difficult to list the highlights on this forward-thinking exercise. Virtually every component has been rethought, retooled, reinvented. As Martin Manchester summarizes, 'We set out to re-create the sports category using

the inherent beauty of well-executed motorcycle hardware. This concept should attract the more sophisticated and discriminating enthusiasts, those who appreciate leading-edge, high-quality elements in a motorcycle and would take pride in owning superior hardware." As opposed to pure function and an ability to get around a racetrack quickly. But, we suppose, the NAS serves the same purpose as a cruiser, and looks better as well.

**Honda's new RC211V** four-stroke Grand Prix racebike was ridden in public for the first time on Sunday, August 5 at Suzuka Circuit prior to the start of the Suzuka 8-Hours race. Taking turns at the controls were five-time 500cc World Champion Mick Doohan and Manabu Kamada; Kamada is an HRC test rider and was the reserve man for the winning Suzuka 8-Hours team of Valentino Rossi and Colin Edwards. Doohan proclaimed the bike to be "quite good and fast" but said he doesn't want to race again himself.

**On Tuesday, August 7**, Rossi, Shinichi Itoh and Makoto Tamada tested the RC211V. On Wednesday, August 8, Tohru Ukawa tested the bike with Edwards able to get a few laps in before weather again shortened the testing schedule. Edwards had said before Suzuka that he would like to test the RC211V but had not been invited. After winning the 8-hour classic, Edwards was given the opportunity to ride the bike.

**Weather prevented** any testing of the RC211V on Tuesday morning at Suzuka, although things cleared up long enough for Rossi, Itoh and Tamada to get some time on the new bike in the afternoon. After a few laps on the RC211V, Rossi returned to

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Five-time 500cc World Champion Mick Doohan aboard the Honda RC211V four-stroke GP bike at Suzuka, making a demonstration lap. Doohan says he has no plans to return to racing. Photo by Sports Photography.

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**On The Front Cover:** You want extreme lean angle? We've got it, from the World Superbike race at Brands Hatch. But rider Tadayuki Okada didn't end up on two wheels, as seen here. Photos by Sports Photography.





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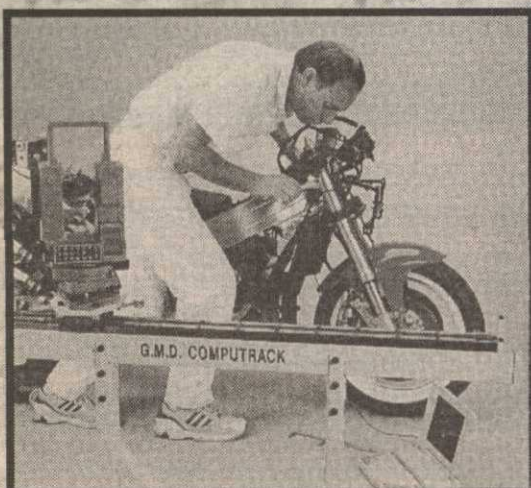
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# LETTERS

## To the editor

### Working With Grigg Racing Has Fulfilled His Dream

I am writing to thank you for your efforts with the Air Fence issue and to make a small donation (completed online) as recognition for the generosity of Steve and George Grigg. I can only imagine how Steve's career would have turned out had there been an Air Fence in that turn at Pocono International in 1997.

Thanks to Grigg Racing, I have been able to live out a small-town dream. Back when I attended my first Superbike race live at Loudon, New Hampshire in the early 1990s, I wondered what it would be like to be a part of a competitive race team—and they made it happen. When Steve hangs if up for good the AMA will lose one of its most talented riders and one of the most generous and helpful team owners in the AMA paddock.

Over the past four seasons I have had the pleasure of being on pit road at almost all of the major road racing venues at least once and most of them multiple times. Grigg Racing has financed my travel all over the U.S. and this with me initially having no experience working with racing motorcycles. Mr. Grigg patiently taught me the ins-and-outs of putting a competitive race-bike on the track and always did this with a smile even when we were under a lot of pressure and running on little sleep.

I have memories that will always be with me. From the excitement of hearing my name on the PA system during the podium interviews at the Road America F-USA race, to seeing the sadness in the eyes of a concerned father whose son was on his way to the ER in Brainerd with unknown injuries. And the stories that I have heard like the first triple clamp Chuck Graves made as a child, to Tony Romo's hilarious (but respectful) stories about working with the Valvoline EMGO Suzuki team.

For the crew chiefs/team owners out there looking for a rider, you will not find a more dedicated rider than Steve Grigg, Jr. He has a ton of talent and gives it 110 percent all of the time and expects no more out of his team than he does of himself. He truly understands it is a team that wins races.

For all the riders and fans at the track, if you ever have the opportunity to work with a team like this it will pay dividends. I could never apply a dollar value to the experiences and knowledge that I have gained through George and Steve's generosity at the races and away from the track. Thanks, gentlemen, it has been a true pleasure.

John Caudle  
Kingston, Tennessee

### Does This Mean That People Given Authority At The Races Should Know Something And Care About Racing?

Let me start by saying that I am not a motorcycle racing fan, I do ride a 1986 GoldWing with over 100K miles on it, though. What I am going to tell you in this letter actually happened and have witnesses to back up my story.

I am a volunteer at the Laguna Seca racetrack; I am one of the people that wear a green vest that says "Event Staff" on the back. I have been volunteering for the past five years and volunteer for every race. I am glad to help anyone at the track with directions, advice (from personal experience) on where to watch the action, help clean up (sometimes oil and gas), push cars, and sometimes assist staging events. Anything I can do I will gladly do, however

my main job is to check passes in the pits. The rules that my co-workers and I have to go by are set neither by the racing association that is currently running on the track, not by the workers nor by SCRAMP (Sports Car Racing Association of Monterey Peninsula).

During the July 8 World Superbike racing at Laguna Seca, one of the top riders—Chili Pierfrancesco Keeley (sic), I am not sure of the spelling—became angry at his recent bad luck, he failed to finish the first race and had crashed during the second round.

Much of the security for the racetrack is provided by unpaid volunteers, the volunteers working at the pit access gates are instructed by the organization currently running on the track as to who may enter the pits and what type of pass and/or credentials are required for entrance.

After changing into regular clothing he attempted to enter the pit area of the racetrack with a female friend. The friend was allowed access to the pits, but Keeley without a proper pit pass and refusing to show the proper credentials, the volunteer denied him entrance and politely asked to see his credentials. This denial was not acceptable to Keeley and he attacked and began choking the volunteer.

Two SCRAMP officials and two security guards (assigned to provide security for the teams' equipment while they are racing) pulled Keeley off the surprised volunteer.

Keeley's anger did not stop there; he assaulted the security guards and three SCRAMP officials before being whisked away by the World Superbike officials.

To date the (sic) neither the enraged rider nor the World Superbike Association (sic) has offered any apology for the disgraceful actions displayed.

I have been volunteering at Laguna Seca for five years now and have never before seen such outrageous and cowardly behavior by supposed professional people. I do not believe that this is in acceptable message that needs to be sent to the fans and future fans of racing.

If there are any doubts as to the truth to this story, I was the volunteer that was attacked and choked by Keeley.

What has become of our heroes, people that we should look up to and admire have gone the way of the past. Today we can expect violence, arrogance, and disrespect.

I was told by a friend that reads your magazine that you may be interested in this story.

Jim Ross  
San Jose, California

*Did I tell you about the SCRAMP volunteer who tried to keep me out of winner's circle this year after my son won the 750cc Supersport race at Laguna Seca? Or about the SCRAMP volunteer who pulled John Hopkins off a moving ATV by grabbing the pass lanyard around his neck last year? Obviously, nobody should be physically attacking anybody, but, apparently, ignorance breeds contempt...John Ulrich, Editor.*

### Brian J. Fan

I would like to acknowledge the great photo work Brian J. Nelson is doing for your publication. As a cornerworker and avid race fan (working Laguna and Sears Point), I have had the pleasure of seeing Brian in action. He is always up on the latest pit gossip and knows better than anyone where to get the best action photos of the race action. I look forward to chatting with Brian and seeing his action photos every month. The posters are great, too. Keep up the good work and keep those photos coming. The pictures really add a lot to the race articles—kudos! Brian—You're one of the best race photographers in the country!

Thank you, Brian!

Gary Powell  
AFM #23W  
Sacramento, California

### AMA Double Standards

My response to dealing with AMA officials and Chuck Chouinard's DQ: As we all know, the AMA has a history of applying a double standard to just about every aspect of their organization.

The problem as I see it is that Charlie Chouinard is just another local guy that happens to be pretty fast. The AMA always shifts on people like him. When Roadracing World got ahold of some of his valves for inspection of their own, the AMA's reaction was to suspend Chouinard for something else.

It used to be that when the AMA circus came to town all of the local aces could test themselves against the factory teams and better-funded privateers. Isn't that how many of the top riders got started? These days if you're not on a factory team the AMA won't give you the time of day. All they do is cater to the factories and the running joke is that the riders don't even get to benefit from all of the ass kissing.

The AMA only keeps the lappers around to fill the grid for TV and help pay for the weekends. The worst part about being a privateer in the AMA series is that you're in everyone's way. The AMA doesn't want you in their way and the factory riders are always complaining about backmarkers. I think that this year's Loudon Classic is a peek into the future of AMA racing. It was almost all factory teams. If privateers aren't welcome, just tell them. Don't leave them hanging like the fans at NHIS who waited in the rain six hours on Father's Day to see a race. Don't keep taking their money. Just tell them to go away. It's the humane thing to do.

Every year I'm asked if I'll participate in the AMA National at NHIS. My usual answer is that if I wanted to be treated like shit, I'd have stayed married. However, after yet another fine AMA mess at NHIS I've come up with a new analogy. Racing with the AMA is like going to a party where someone invited a geek or fat kid, (a.k.a. privateer), just so they could make fun of them. Sound familiar?

The AMA should stick to rattling sabers in Washington, D.C. and let someone else run the racing program. It's the humane thing to do.

The best part about AMA Racing is that they're self-destructive. The worst part about them is that they're taking too damn long to finish the job!

Jack Aksel  
LRRS #57  
Sterling, Massachusetts

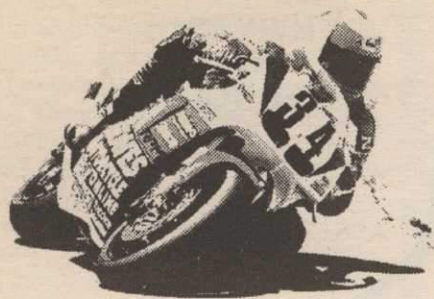
### Yet Another View of Countersteering

Mr. Ulrich, Mr. Code, you two—a pair of overzealous debunkers (Roadracing World, June 2001). Oh, to set this world straight after a century of confusion regarding this issue of motorcycle steering. Like a pair of wannabe Francis Bacons pointing us out of the darkness. Well, gentlemen, your pseudo-science or science-ology is incorrect. Perhaps you should listen more closely to the experts you consulted. I think Mr. Bostrom and Mr. Spencer are the wise ones here and yet your desires to "scientize" this

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Send letters to Editor John Ulrich, Roadracing World, P.O. Box 1428, Lake Elsinore, CA 92531. All letters must be signed and must include your true name, complete address and daytime phone number to be considered for publication. If we cannot reach you by phone to verify your letter, it will not be published. Letters signed with fictitious names and anonymous letters will not be published. Published letters do not necessarily reflect the official position of this publication and all letters may be edited for clarity and length. Delusional letters from raving lunatics, conspiracy theorists, professional victims or others with a tenuous grasp on reality may or may not be published, depending upon their apparent entertainment value as judged by the editor.





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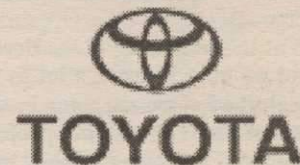
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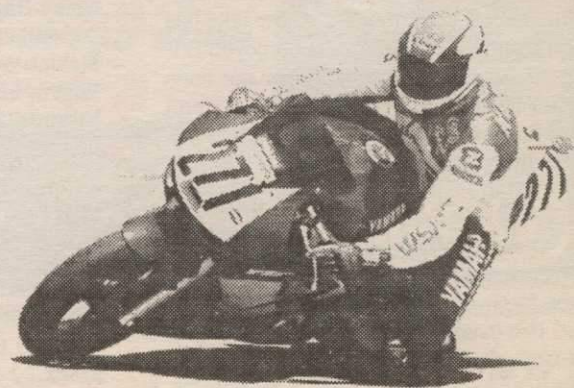
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continued from page 4

the pits to give project leader Heijiro Yoshimura and his engineering staff his initial impression of the machine. Rossi asked for some changes to the machine set-up and went back out, until bad weather again interrupted testing. "It was very emotional moment for me, testing the new Honda GP machine," Rossi was quoted in a Honda press release as saying. "Because it's the beginning of a new era and I was very excited to test the four-stroke V-5. Due to the rain, the track was wet and I rode the bike only in the afternoon, but it was enough to understand the character of this bike. Of course, we are still at the beginning of the development and we have to work a lot to be competitive, but I feel we are going in the right direction and I think this project has good potential. Of course today, I was not interested in the lap time, and my main task was to give information to the Honda engineers to develop the bike according to my wishes. It has been a very interesting experience."

**"The biggest problem** we had today was the weather conditions," the same press quoted Yoshimura as saying. "The track had dried for the afternoon session so we extended the test time but again it started to rain. Because of this we were unable to test as much as we wanted. The course condition was also slippery which held us back from judging the character of the machine completely. Although we had these problems, we can say that we received the necessary comments from Valentino that will help us for our next test. His comment was to the point which will help us for the future improvement of the machine, so we can say that we had a very good session after all."

**The second day of the Honda RC211V** test was held in the same cloudy weather with intermittent rain showers as the opening day. According to the Honda release, Edwards said "I was curious about the bike. I didn't do many laps because of the conditions but it was interesting. The bike has good torque and power and I enjoyed riding it. But it's back to work for me now, in the Superbike Championship. I don't have time for anything else right now." And, according to the release, Edwards has confirmed that he will definitely race a Honda Superbike again in 2002.

**Sears Point Raceway** is in phase two of a two-year, \$35 million modernization plan, focussing heavily on the road course and the drag strip, and the traditional 12-turn, 2.52-mile road course has temporarily become a nine-turn, 1.83-mile circuit as construction crews begin work on the lower portion of the track. The track was modified by constructing a link between turn nine and turn one on the permanent course. The shortened course will be in use until March 2002, with construction work including the building of a new 15,000-seat grandstand and luxury suites, a pedestrian tunnel under the start/finish line, 30,000 hillside terrace seats above turns seven-nine (bringing the total to 64,000 hillside terrace seats), construction of a go-kart track on the south side of the property, construction of a 10,000-seat permanent grandstand at turn seven, construction of a 15,000-seat permanent grandstand along the west side of start/finish line (bringing the total to 25,000 permanent grandstand seats), building a 660-foot concrete launching pad for drag racing and sepa-

rating the road course from the drag strip, building a drag strip return road, increasing run-off room on the road course at turns eight through 10, enlarging pit road to accommodate a 43-car starting grid for road-race events, repaving the road course and drag strip as well as increasing the width of the road course from 40 to 50 feet, and expanding the paddock by more than 70 percent. The bulk of the track improvements and spectator amenities are expected to be completed in time for the NASCAR Winston Cup event in June, 2002.

**According to a report** in the Birmingham News, the new Barber Motorsports Park being built by George Barber's non-profit Barber Motorsports Park Foundation will open in 2003 and will seek as many car races as motorcycle races. The 2.38-mile track near Birmingham, Alabama was originally proclaimed as being targeted for motorcycle road racing with a budget of \$3 million. That budget has since grown to \$22 million with another \$18 million allocated to a new 141,000-square-foot Barber Vintage Motorcycle Museum as well as landscaping, the newspaper reported. Track managers hope for 10 races a year, each drawing around 10,000 spectators.

**After successful on-track testing** July 29 by a committee of riders, RPM, WERA's South Central affiliate, scheduled a race September 14-16 at the new No Problem Raceway (a.k.a. Grand Bayou Circuit) in Belle Rose, Louisiana. RPM tested the track with racing veterans Pete Martins, Greg Abbott and Ty-Stranger Thorsen. Tire company representatives David Hirsch (of Michelin/Island Racing Services) and Bill Capshaw (of Dunlop/ICE Motorsports) also attended the test. Riders found the 1.8-mile track to be flowing, flat with slightly banked corners, technical with double-apex corners, and with plenty of grip. Traction problems normally associated with a road course that uses a drag strip may be avoided due to the fact that the road course only uses portions of the drag strip beyond the strip's finish line. The unofficial fastest lap of the test was turned by Greg Abbott at 1:20.72. For comparison purposes, the motorcycle track record for 1.8-mile Oak Hill Raceway is in the 1:24s while the motorcycle track record for 1.8-mile Putnam Park Road Course is in the 1:10s.

**During testing at Virginia International Raceway** on Monday, August 6 and Tuesday, August 7, Scott Russell lapped about two seconds off the pace set by Honda's Nicky Hayden, Kawasaki's Eric Bostrom and Russell's HMC Ducati teammate Andreas Meklau on the 2.26-mile North course at Virginia International Raceway near Danville, Virginia. The sessions marked Russell's first ride on a racetrack since being involved in a horrific starting-grid crash at the Daytona 200 last March.

**According to HMC owner Mitch Hansen,** Russell, in his first visit to VIR, turned low 1:29s compared to the high 1:26s turned by Hayden, Bostrom and Meklau. Hayden and Bostrom tested at the facility in 2000.

**"If you can imagine,** he's very weak, but he wanted to ride," Hansen said in a cell-phone interview from the track. "Scott was doing low 1:29s. Yeah, incredible. It just blew us all away. His expectations were that he just wanted to go out there and ride a little. He didn't even want us taking times, but obviously we couldn't resist and he was just about two seconds off the pace, really. We grabbed one of his bikes, which Andy is using, we had it all set-up and ready to go for him (with his last set-up) when he got here. We were hoping that he could do maybe five or 10 laps, and that's all we thought he would be capable of doing. I'd say he put in a good 40-50 laps. He rode both days. I didn't think he'd ride today. He came out walking like a soldier, all stiff. But he took a couple of aspirin and he was fine and ready to go."

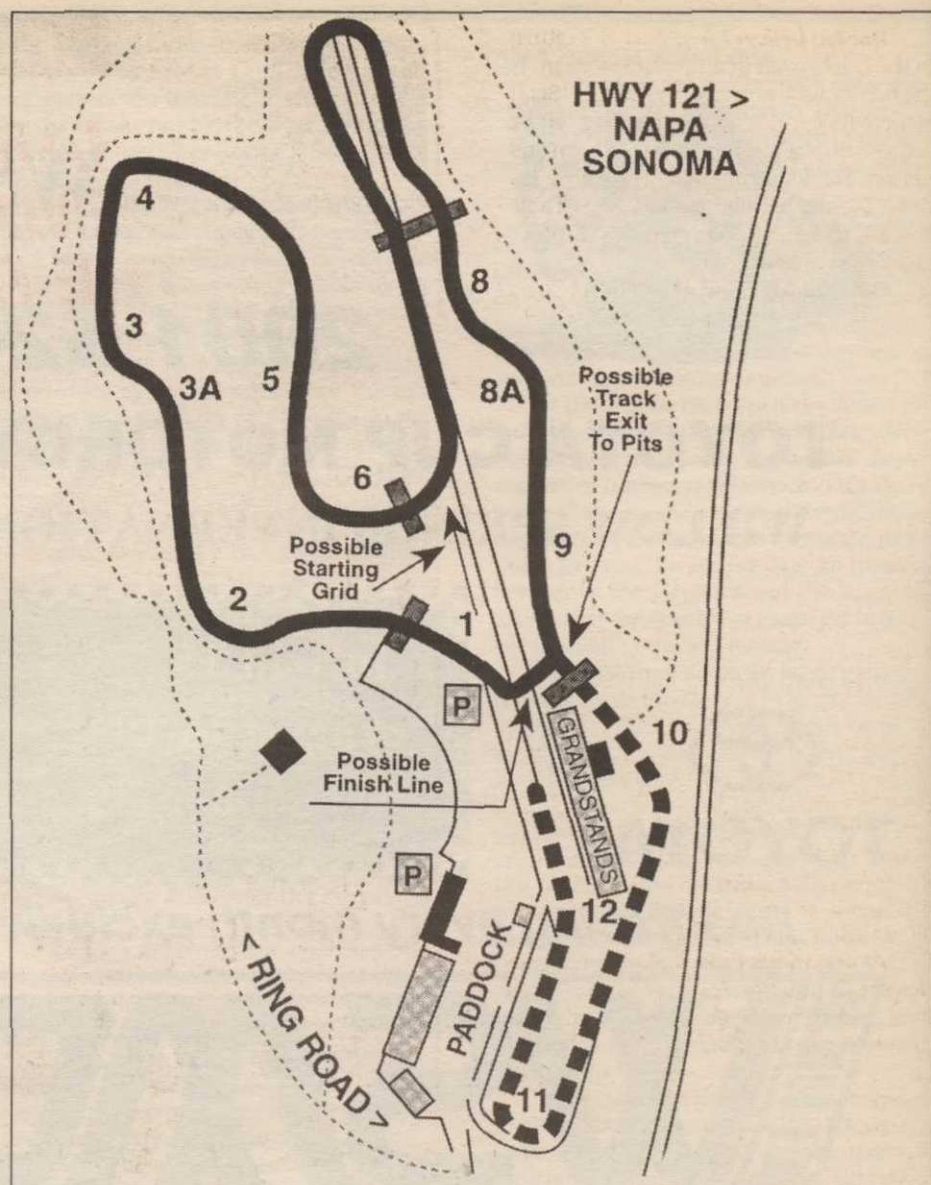


Diagram of the abbreviated Sears Point Raceway road course, with a cut-out between turns nine and one to facilitate new construction.

**What makes Russell's feat** more amazing is that temperatures were in the high 90s with equally high humidity. "He's very weak and gets fatigued," explained Hansen. "He can do two strong laps and that's about it. He's got a long way to go yet, but my God! We're so impressed. I mean, it's incredible. I don't think anybody else could do what he's doing."

**"Actually, the hand was fine,"** said Hansen when asked about the nerve damage in Russell's recovering left arm. "The arm's a little weak because he hasn't been able to work out. But the biggest obstacle right now is his ankle is so swollen yet that he doesn't have a lot of motion. So shifting was the biggest problem. Of course getting off the seat, he was using just the leg muscles in the right leg."

**When asked about a possible return** to racing for Russell at Pike's Peak, Hansen said, "No. I think Scott is basically riding to get his confidence back and see where he's at physically. But I don't think you've seen the last of Scott Russell, that's for sure."

**What about Russell** making a racing appearance before the end of the 2001 season? "That hasn't been brought up because we just don't know," said Hansen. "Obviously, if he can only do two laps strong, he's a long way from returning to racing. He's going to do a lot of riding. Ducati gave him a streetbike, and he's gonna go out and ride that. He's gonna start riding his dirt bike again, and that will get him back into shape."

**"But overall, the test actually** went very well," said Hansen of the real business matter at hand. "Everybody was grouped together: The Kawasaki, the Honda, and our Ducati team. Everybody had very, very similar and close track times. I think there were three guys that got into the 1:26s. I believe they were Hayden, Bostrom, and Andy Meklau. Andy was really going well here and did a 1:26.92. And Steve (Rapp)

just missed getting in the 1:26s. He had a 1:27.01. The facility is second to none. It's a marvelous facility. The people are just fantastic. I wish we had 10 more places like this on the schedule. They really thought of ways to help the motorcycle crowd. Usually, we're the second-class citizens when it comes to going to a racetrack because everyone seems to cater to the car people. But these people here have been unbelievable."

**Hansen said that he didn't** see anyone have any crashes or mechanical troubles during the two-day tests, but Meklau had a problem. "Andy hit a bird, and wouldn't you know, he hit it with his left shoulder. And it was a big bird," said Hansen. Meklau has been riding with a broken left collarbone since before the Mid-Ohio race.

**"I'm thrilled to be back.** I never thought I'd ever be able to race again the way the injuries were at first," Russell said at VIR. "I'll be honest with you, I never expected to be able to come here and run this fast. I rode my streetbike around a couple of days last week and I thought, 'Man, I'm going to have a rough time when I get to VIR. But the racebike is actually easier...it's lighter, the brakes are better, it made it a little bit easier on me riding it.' Russell conceded that he is far from being fully recovered, but doing wheelstands coming out of the downhill turn into the front straight, Russell showed many of his peers that he is on his way to becoming race-ready. "I had some problems with shifting because I lost a lot of feeling (in his left foot) and nerve damage from that crash," Russell said. "But I expect to be 90-95 percent when I come back here to race. Hopefully, I'll be back." Asked if he will actually return to race at the AMA Superbike finale at VIR on the weekend of September 28-30, Russell and his team remained mum, but with obvious smiles of high hopes and solid confidence brought on by Russell's remarkable recovery-in-progress.



Hansen believes that Russell's return to the track, even in a practice session, is the turnaround story of the season. "Scott is incredible...he's not up to speed yet; he hasn't even really rehabilitated his arm and his leg. The left arm and left leg are a little bit thinner because he hasn't been able to work them out...but give him another four or five weeks."

**HMC Ducati Crew Chief** Owen Coles is another true believer in Russell's comeback prospects. "He still has some issues with some bones that haven't healed up in his arm yet. The doctors really didn't want him to get on the bike...but we said to him, 'Listen, we'll get your bike ready, just come on out here, there's no pressure, just have some fun.'" When he did come back into the pits after his first run, Russell "couldn't even talk, he was grinning so much from ear to ear," Coles said. "The whole paddock was happy to see him back. It put that smile back on his face."

One of the factors that Russell has pointed to as important to his ongoing recovery is the expressions of concern from so many fans. "It was awesome. When I got hurt you just couldn't believe all of the letters and all of the responses we got," reflected Russell. "It really showed me how many fans I do have out there and it's just nice to know. I want to thank them for all of their support."

At presstime, Russell planned to participate in practice sessions at the Pike's Peak and Willow Springs AMA Superbike rounds as part of a training program focused on his return to racing at the VIR race in September.

Honda returned to VIR for more testing August 13-15, joined by Yoshimura Suzuki and Yamaha. Details can be found on page 24 of this issue.

**Virginia International Raceway** General Manager Jack Abbott said that the changes made to the track's 2.25-mile North course, based on rider suggestions following an AMA test in 2000, were received well by AMA riders. Run-off areas were leveled, barriers removed or relocated, trees moved, but the most notable change was the creation of another passing zone by opening up the entrance to the "Roller Coaster."

"The guys say that they have four places that they can pass now," said Abbott. "And even with the extreme heat that we have right now, the track surface is holding up well. The guys say that the grip is good. We're gonna have a great race here in September." Tickets to the AMA Superbike Finale scheduled for VIR September 28-30 are available at dealerships near VIR, or can be ordered by phone at (804) 822-7700, or online at [www.virclub.com](http://www.virclub.com).

Recently released minutes from a March 4 meeting of the AMA Board of Trustees in Deland, Florida show that the AMA did not have an approved, funded plan to purchase Air Fence in time for use this racing season, prior to the establishment of the Roadracing World Air Fence Fund. The minutes show that while the Board denied a request for Air Fence funding, it instantly approved \$84,000 for the All Terrain Vehicle Association (ATVA) being established by the AMA.

According to the minutes of the meeting, recently posted on the official AMA website, AMA Pro Racing CEO Scott Hollingsworth asked the AMA Board of Trustees for funding to purchase Air Fence. Instead of approving funding, the Board referred the matter to a finance committee, which, the minutes show, was not scheduled to meet until five months later, on August 13, 2001. (Along pit lane at Daytona later that same week in March, Hollingsworth told Roadracing World Editor John Ulrich that he did not have funding for Air Fence). As an interesting side note, a report on the Board of Trustees

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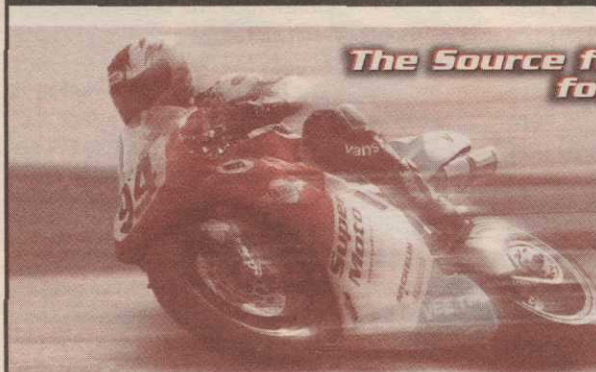
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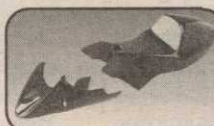
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meeting appearing in the July 2001 issue of the official AMA magazine, *American Motorcyclist*, made no mention of the fact that the finance committee was not scheduled to meet until August. The magazine report's sole reference to the Air Fence funding request, appearing on page 51, read "A request by Paradama, Inc. for financial assistance to acquire impact-attenuating barriers was discussed favorably and referred to the finance committee."

On April 17, Ulrich wrote and posted a first-person/opinion column on road-racingworld.com calling for AMA racing fans to take action and contribute money to buy Air Fence instead of waiting for AMA Pro Racing to buy promised Air Fence. Within two days, the Roadracing World Air Fence Fund had raised over \$48,000, enough to purchase 16 sections of Air Fence. At that point, instead of lauding the project, AMA Pro Racing issued an April 19 press release claiming that a plan was in place to buy Air Fence and that it took four months to obtain significant quantities of the soft barriers. According to the AMA's own timeline, if the finance committee had approved funding on August 13, no Air Fence could have shown up prior to December 13, well after the conclusion of the 2001 racing season. The April 19 AMA press release read: "AMA Pro Racing Brings Clarity To Recent Discussion On Air Fence, Pickerington, Ohio—In December 2000, the AMA Pro Racing Board of Directors took action to initiate a plan for the purchase of 30 additional units of Air Fence to be used at rounds of the AMA Chevy Trucks U.S. Superbike Championship. The estimated cost to purchase, staff, transport and store the fencing exceeds \$450,000 for a three-year period, not including ongoing maintenance and repair costs. A formal announcement of this program was planned once all details were complete. It should be noted that a four-month lead time is required for the delivery of this quantity of Air Fence."

On April 23, Alpina Safety Systems Operations Manager For Motorsports Robert Pertl committed to delivering 15 sections of FIM-homologated Alpina Air Modules in time for the AMA races at Road Atlanta May 17-20, just four weeks—not four months—from the start of the Roadracing World Air Fence Fund. Later that same day, Airfence Safety Systems' Andy Coffey stated that his company could build and deliver Air Fence barriers in less than four months. In fact, 15 Alpina soft barriers were delivered on schedule for Road Atlanta, four weeks after the start of the fund, and 20 Air Fence sections were delivered to Road America seven weeks after the start of the fund. At Road Atlanta, the Roadracing World Air Fence Fund turned over \$104,000 to the AMA for use in the purchase, deployment and maintenance of Air Fence. Harley-Davidson, Honda and Suzuki contributed substantial funding directly to the AMA, while Suzuki also donated to the Roadracing World Air Fence Fund.

On May 11, AMA Pro Racing issued another press release, acknowledging the Roadracing World Air Fence Fund but again claiming that the situation had been covered all along, stating, "We at AMA Pro Racing finalized plans for this Airfence program during the fall of 2000 and when we had identified all of the associated costs we began to pursue funding. The incredibly rapid response in financial support has

enabled us to purchase and deploy the Airfence in a remarkably short amount of time. While the Airfence Program will be a most noticeable change, it is only one component of the most far-reaching and comprehensive rider safety program in the AMA's history." The May 11 release also quoted Hollingsworth as stating "We are very grateful for the support Honda, Harley-Davidson and Suzuki have given to this safety project, which will benefit our AMA racers. We also appreciate the grass roots support for this program, and we thank long-time AMA member John Ulrich for the role he played in raising these supplemental funds."

According to the minutes from the March 4 Board of Trustees meeting, Hollingsworth gave a report on Paradama (AMA Pro Racing), which "contained a request for financial assistance to acquire impact attenuating barriers (Air Fence). It was moved by Mr. (Carl) Reynolds and seconded by Mr. (Dal) Smilie to: Refer the matter to the Finance Committee for review and report back to the Board. The motion was approved." Later in the minutes appears this statement: "Mr. (Rob) Rasor (AMA President) requested a one-day Finance Committee meeting preferably in August. The meeting was tentatively scheduled for August 13, 2001 in Pickerington." Which leads one to assume that the next time that a vote on the purchase of Air Fence could have even been taken would have been in August.

Riders who have recently hit sections of Air Fence at AMA National events include Grant Lopez, Anthony Lupo, Aaron Yates, Jim Doerfler, James Milroy, Jr., Jamie Hacking and Vincent Haskovec. Reached by phone on August 3 and asked for comment on the apparent discrepancy between what AMA Pro Racing press releases said and what the minutes of the Board of Trustees meeting said, Hollingsworth said, "I'm not gonna comment on that. I think that's reading a lot of things between the lines that may or may not exist. I mean, no. The ATVA is a project that has been on the drawing boards for a significant period of time. I'm not privy to what their planning process was. I'm certain it was a...you know, I'm certain it was well developed and in its life over there and that's the time they approved it. That's just not...the two are wholly unrelated."

Asked if it was true that, at the time of the Trustees meeting, AMA Pro Racing was still looking for Air Fence funding, Hollingsworth said, "Yeah, I think we were putting together—we were assembling our financing plan at that point. That's right. I'm not going to get into this with you guys. I mean, you guys have a clear agenda on this. It's not productive for us to have this conversation. We appreciate your efforts on the Air Fence. We funded it. You funded it. It's up. It's going. It's saving lives. It's great news. Let's just leave it at that. We're working as diligently as we can to develop the series. You guys have been supportive of it. We appreciate it very much, and we're all doing what we can to make sure this is the safest sport we can make it."

Yamaha's Anthony Gobert has been fined \$2500 and put on probation until the end of the 2001 season for his actions against Yoshimura Suzuki's Jamie Hacking on the cool-down lap after the Laguna Seca 600cc Supersport race. In an on-camera interview with Speedvision TV, Gobert said that he tried to knock Hacking down in retaliation for what he viewed as Hacking's rough riding in various AMA 600cc Supersport races, and the two exchanged blows while riding side-by-side after the initial incident. Asked why Gobert's penalty was less severe than the \$5000-and-a-point penalty assessed against Mat Mladin for his comments at a press conference during the Loudon AMA weekend, AMA Pro Racing's Ron Barrick said, "What most people don't realize is that with Mladin this has been an ongoing thing for years. He's been good for the last year or so, but we've

been fighting with him over this stuff for years. With Gobert, it's his first offense." Gobert was suspended from three races in 1998 by the AMA, after failing a drug test. Mladin has been an outspoken critic of the AMA over several issues.

Yoshimura Suzuki's Jamie Hacking lost an appeal of his disqualification from an AMA Superbike race at Road America on the grounds that his crew took his crashed bike behind the pit wall to make repairs during a red flag. An appeal hearing was held on Thursday, July 19 at Mid-Ohio. The rule was originally put in place when AMA rules did not allow riders to change bikes during a race red-flag situation; the rule was intended to prevent riders from going back into the paddock to swap bikes. But in a cruel bit of irony, AMA rules now allow riders to use a back-up bike, so Hacking, who did not have a back-up bike, was disqualified for breaking an obsolete rule. The Appeal Board ruling points out problems with the AMA appeal process, which allows 3-man appeal boards appointed by AMA Pro Racing Director of Competition Merrill Vanderslice to hear a rider's case and make a final ruling. The involved rider has no say in who is on the appeal board and cannot object to any member of the board, unlike jury rules in a normal courtroom. Furthermore, AMA rules require Appeal Boards to decide appeals based purely on the literal interpretation of the rule in question, with no consideration of the rule's original intent or a change in its application to current situations.

A mediation brief filed by noted motorsports attorney Arthur C. Chambers on behalf of Mat Mladin derailed AMA plans to hold an appeal board hearing at Mid-Ohio. Chambers filed the brief—basically a proposed solution to the problem—after AMA Pro Racing CEO Scott Hollingsworth indicated that he was willing to look at a proposed settlement rather than face litigation. Mladin has demanded that a \$5000 fine and one point deduction leveled against him be rescinded, and that the AMA retract a press release that misrepresented what he said during a press conference at Loudon. The press conference in question was tape-recorded, and the recording showed that Mladin's comments were not accurately reported in an AMA press release on the matter. If the AMA does not meet his demands, Mladin has said that he intends to do whatever it takes to gain exoneration. Chambers is a former AMA racer who now rides on the racetrack occasionally.

Petitions signed by 76 riders licensed by AMA Pro Racing as well as 57 team owners and crew members in support of unrestricted Thursday practice prior to AMA road racing Nationals were presented to the AMA Road Racing Advisory Board at Brainerd International Raceway on Friday, July 20. Members of the Advisory Board, largely made up of factory team and manufacturer representatives, oppose the continuance of Thursday practice because they want to use Thursday to park their semi-trucks and set up their pit areas, instead of having to arrive on Wednesday to set up. Factory teams do not need Thursday practice to set up and develop bikes because they can afford to participate in stand-alone independent test sessions not open to non-factory riders and teams. People at the meeting included Gary Mathers, AMA; Ron Barrick, AMA; Rob King, AMA; Keith McCarty, Team Yamaha; Tom Halverson, Team Yamaha; Mike Preston, Team Kawasaki; Rich Doan, Yoshimura Suzuki; Jeff Wilson, Suzuki Sports; Kevin Erion, Erion Racing; David Roy, Ducati Racing; Doug Chandler, rider, Superbike, Kawasaki; Ed Sorbo, rider, 250cc Grand Prix.

A group of privateers campaigning mostly 750cc Supersport bikes in the Superbike class have protested payment of AMA Privateer bonus awards to Jordan Szoke, claiming that the young Canadian should

be excluded from the incentive program because he has the use of factory Harley-Davidson engines and of Dunlop tires that are not available to non-factory riders. Organized by Andy Deatherage, the riders signed a petition and presented it to AMA officials at Mid-Ohio. Other riders who signed the petition were Mauro Cereda, Eric Wood, Tony Meiring, Dean Mizdal, Scott Carpenter, Brett Ray, Rick Narup, Doug Duane, Todd Snyder, Alan Schmidt, Rich Alexander, Jimmy Moore, Rich Conicelli, Greg Fryer, Mike Walsh, Jeff Purk, Scott Hermersmann, Scotty Van Scoik and Jim Doerfler. The text of the petition read: "We the true privateers in the AMA Superbike are filing a formal protest against bike 101 Harley-Davidson bike (sic). It is a FACTORY BIKE not available to true privateers. They receive parts and ENGINES DIRECT from Harley, and SPECIAL TIRES from Dunlop. Lap times always two seconds a lap faster than the real privateers. Please do the right thing and remove bike 101 from list!" AMA officials rejected the petition, saying that since Szoke's team pays for everything it gets from Harley-Davidson, and also pays Szoke itself, it is not a factory team. The tire issue was not addressed by AMA officials.

Honda's Steve Crevier earned his 20th career Canadian Superbike race win Sunday, August 12 at Atlantic Motorsports Park in Shubenacadie, Nova Scotia and extended his points lead in the 2001 Parts Canada Superbike series with one round remaining. Crevier managed to qualify on the front row for Sunday's final on his CBR600F4i when his RC51 Superbike developed engine troubles. Crevier's crew was unable to repair the Superbike. So Crevier borrowed teammate Michael Taylor's RC51 while Taylor rode his Honda CBR929RR in Sunday's final. As it turned out, Crevier passed Taylor on the last lap of the 18-lap final to win by 0.172-second over his teammate. Yamaha Canada's Frank Trombino, riding a YZF-R1, finished a close third after starting on pole and leading earlier in the race. Francis Martin finished fourth on his Suzuki GSX-R1000 followed by Kawasaki Canada's Owen Weichel, riding a ZX-7RR, and Jean-François Cyr on a Yamaha YZF-R6. The win brought Crevier to within four points of clinching his second straight Canadian Superbike Championship.

The first 10 grid spots for this year's Suzuki Cup Final races will be reserved for top regional points earners, meaning a qualified rider could win his heat race and still start on row four. The new gridding system is designed to increase participation in the Suzuki Cup Finals, as is a new payout that will see first place pay only \$3000 instead of the traditional \$5000 but with the payout for 20th place increased to \$500 in the Open, 750cc and 600cc classes for GSX-R riders. In Heavyweight and Lightweight Twins races for TL1000R and SV650 riders, a win will pay \$1500 with \$250 for 20th place. Riders earn Suzuki Cup points throughout the year in 10 regions, including a total of 60 Suzuki Cup series events with a total contingency posting of \$1,385,000. Suzuki Cup participants with at least 10 points will be invited to come to the 16th annual Suzuki Cup Finals October 24-28 held in conjunction with the WERA Grand National Finals at Road Atlanta, where \$80,000 will be up for grabs among the five Suzuki Cup classes, up \$20,000 from 2000. The GSX-R classes will run under WERA Superstock rules. The Heavyweight Twins and Lightweight Twins classes will use basic WERA rules but will also require the use of stock forks, wheels, brakes, and DOT-labeled tires. More information on the Suzuki Cup Series or the Suzuki Cup Finals is available from Matt Ellis at (714) 996-7040 ext. 2275, e-mail at mellis@suz.com, or online at www.americansuzuki.com.

The tentative schedule for the 2002 FIM World Championship Grand Prix Series has been released, and follows:



4/7	Suzuka, Japan
4/21	Welkom, South Africa
5/5	Jerez, Spain
5/19	Le Mans, France
6/2	Mugello, Italy
6/16	Catalunya, Spain
6/29	Assen, Holland
7/7	Donington Park, England
7/21	Sachsenring, Germany
8/25	Brno, Czech Republic
9/8	Estoril, Portugal
9/22	Valencia, Spain
10/6	Motegi, Japan
10/13	Sepang, Malaysia
10/20	Phillip Island, Australia
11/2	Rio, Brazil

The tentative 2002 FIM Superbike World Championship Series schedule follows:

3/10	Valencia, Spain
3/24	Phillip Island, Australia
4/7	Kyalami, South Africa
4/21	Sugo, Japan
5/12	Monza, Italy
5/26	Silverstone, England
6/9	Lausitzring, Germany
6/30	Misano, San Marino
7/14	Laguna Seca, Monterey, CA, USA
7/28	Brands Hatch, England
9/1	Oschersleben, Germany
9/8	Assen, Holland
9/29	Imola, Italy
10/TBA	TBA, France

**Formula USA has taken over** operation of the GPRA 125cc Grand Prix and 250cc Grand Prix classes held at CCS and F-USA races. GPRA was unable to continue to provide purses and trophies for the remaining events due to non-payment of funds by the GPRA's primary series sponsor, according to GPRA's Chris Wallace. While continuing to license riders, process entries and run the events, Formula USA will also take over paying the event purses and issuing trophies. "With GPRA's loss of funding by their primary sponsor, it was important for Formula USA to continue to support the 125cc Grand Prix and 250cc Grand Prix events that we began hosting with GPRA this season. The riders deserve to be able to continue to race for their Championships and to feel confident that the support will be there from Formula USA," said Bill Syfan, Director of Road Racing for Formula USA. With the change will come a change in entry fees and purse payouts. Entry fees for both classes will now be \$75 per event, and any GPRA, Formula USA or CCS license will be accepted. The purse for both the 125cc GP and 250cc GP classes will remain at \$1000, although the payout will now be \$350 for first, \$250 for second, \$175 for third, \$125 for fourth and \$100 for fifth. More information is available from Formula USA at (817) 332-4822 or online at [www.formulausa.com](http://www.formulausa.com).

**Mike Cicotto's plans** to have a screw inserted in his broken wrist on Wednesday, August 1 were derailed when Suzuka Circuit officials insisted that he put off the surgery and ride in the Suzuka 8-Hour event August 3-5. Suzuka Circuit contributed to expenses associated with bringing Cicotto and the Hooters Suzuki team to the race, apparently believing that having a team sponsored by Hooters—complete with Hooters girls as umbrella girls—would boost attendance by spectators. Cicotto practiced but did not ride at Suzuka, and had surgery on August 7.

**Aaron Gobert has re-signed** with Yamaha Motor Corporation U.S. for 2002. The plan is for Gobert to compete in AMA Formula Xtreme on a Graves Motorsports Yamaha and to also race in AMA 600cc Supersport.

**Three-time World Champion** Freddie Spencer has signed a management contract with OMS Ltd.. A press release issued by OMS quoted General Manager Cory John-

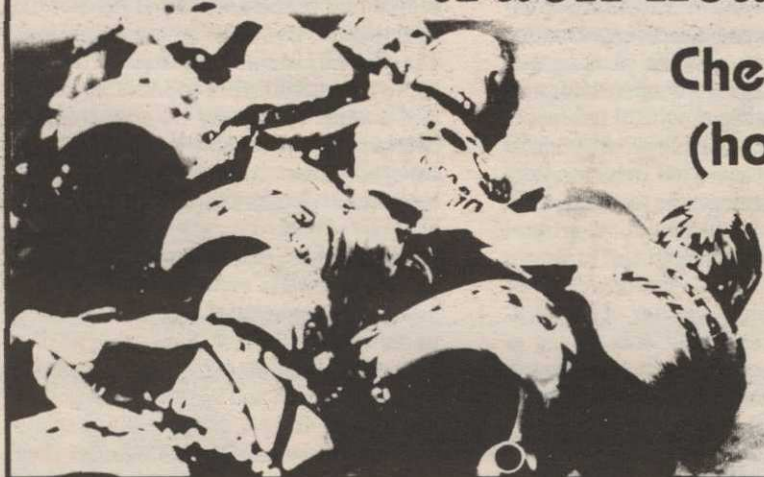
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son as saying "OMS sees a unique opportunity in today's personal power sports marketplace to provide seasoned World Champions such as Freddie as a valuable marketing tool to companies both inside and outside of the motorcycle industry. Our partnership with Freddie illustrates OMS' commitment to the growth of the motorcycle community." The release also quoted Spencer as saying "OMS' position and influence as a marketing and management firm are unparalleled. I'm confident in their ability to align me with select corporations that make sense for me and my business." The OMS release went on to quote OMS Road Racing Account Executive Jeff Haney as saying "Freddie Spencer is one of motorcycle racing's premier legends. There is a certain mystique that follows Freddie's name, which is why he is one of the most recognized names in the motorcycle industry. Freddie's loyalty is priceless and we are thrilled to be working with him."

**Racer Eric Wood displayed the logo** for a new motorcycle road racing movie project, 14K, on one of his GSX-R750 race-bikes at the AMA Mid-Ohio National and will be involved in the shooting of the movie. According to Executive Producer Tony Morris, much of the movie's action scenes will be filmed at upcoming Formula USA races. The storyline of the movie script, written by Jim Becket, involves a wild bad-boy teen with natural racing talent, a crashed-up divorced-and-retired racer, the crashed-up racer's daughter and a rich sponsor. Max Kirishima is the producer.

**Meanwhile, a group involved** with Paul Winters is attempting to put together a syndicated TV show based around road racing. Winters produced the original Formula USA TV shows a decade ago, which marked the first regular TV coverage of a motorcycle road racing series and motivated the AMA to put together its own TV package for the AMA Superbike Series.

**Cruise America Grand Prix** Racing's Jason DiSalvo scored a second-place finish in a Czech 250cc Championship race at the Most circuit Sunday, July 22. The 17-year-old from Batavia, New York set third-fastest time in Saturday's opening qualifying session but could not improve his time in the second qualifying session due to mechanical problems. The problem was diagnosed and fixed overnight, and DiSalvo set the fastest time of the weekend in the Sunday warm-up. DiSalvo's team missed a schedule change that moved up his race, and DiSalvo had to start the race from pit lane. DiSalvo managed to work his way from last up to second by the finish. After the race, DiSalvo learned that his performance earned him another FIM Grand Prix wild-card entry. "As a result of us doing well in the Czech Championship, the organizers have awarded Jason one of their country's wild-card entries at the Czech Republic Grand Prix at Brno on August 26th. Obviously, GP racing is where we want to be. So we're happy to take the ride and in doing so, this will be our third European GP of the season," a team press release quoted Jim DiSalvo, Jason's father, as saying.

**The following Sunday, July 29,** Jason DiSalvo claimed his best-ever European Championship result with a fourth place at Most. DiSalvo set pole position, 0.3-second faster than the next qualifier, and took the holeshot. But DiSalvo ran wide in turn one, allowing three bikes past. DiSalvo bat-

led to take fourth at the finish.

**Former Formula USA Champion** and multi-time WERA National Endurance Champion Tray Batey has joined Vesrah Suzuki for the remainder of the 2001 WERA/G.M.D. Computrack National Endurance Series. Batey is filling in for Glenn Szarek, who is still recovering from a serious concussion suffered in multiple crashes at Virginia International Raceway June 17. Batey will remain with the team when Szarek returns.

**Among his many titles,** Batey won the 1996 Formula USA Championship, several WERA National Endurance Championships as a member of Team Suzuki Endurance and later Arclight Suzuki, and the 2000 TL1000R Suzuki Cup, WERA F1, Open Superstock and Heavyweight Twins titles. Batey also competes in the Formula USA Unlimited Superbike series on an Aprilia Mille R for Blackmans Cycles.

**In his first race appearance** with Vesrah Suzuki and his first time riding a Suzuki GSX-R1000, Batey broke the existing motorcycle track record at Summit Point Raceway. Batey co-rode with Chris Ulrich and Vesrah Suzuki team owner Mark Junge to take the overall win in the 6-hour endurance race held August 5. Vesrah Suzuki leads the WERA/G.M.D. Computrack National Endurance Series by 60 points over Army of Darkness.

**Formula USA Road Racing** and Lockhart Phillips USA have teamed up in an interesting new promotion designed to turn more street riders into racers. The program is called "Zero To Hero" and offers half-price tuition at all participating CCS new racer schools and a free, first-race entry. New racers will still be expected to have a fully race-prepared motorcycle and all of the proper safety gear, but the new promotion helps beginners with the start-up expenses of becoming a motorcycle road racer. Kevin Elliott, Director of Championship Cup Series racing, was quoted in a press release from Formula USA as saying, "Our Road Race Schools are designed for the rider who is already somewhat comfortable with his or her machine, we teach you the rules of racing first, then some of the finer points of going fast around the racetrack at competitive speeds. We show you what to look for and what to avoid on the track as well as the specific racing etiquette that all racers are expected to follow. This makes it so you know what to expect out of the other guy and they know what to expect out of you, thus making your racing experience a safer, more enjoyable one. Our instructors stay involved with the student, sometimes for their entire career, to make sure that any questions the students have are answered by someone who has already been where they are going. This makes a racing school different from a riding school, since you will see your instructor at the track during most every race weekend in your region, not just on those rare occasions when you happen to be at the same track as these traveling riding schools. The Lockhart Phillips 'Go from Zero to Hero' program is the first of its kind and we are proud that CCS was chosen by an industry leader such as Lockhart Phillips USA as their partner in this promotion." More information is available from CCS at (817) 332-4822.

**On July 21, CMRA/CCS** Amateur racer and Roadracing World Air Fence Fund contributor Brian Cox became the first to test the new Air Fence Bike installed in turn 8A of Texas World Speedway in College Station, Texas and walked away to tell his story. "The front just went away," said Cox of his fourth-gear lowside. "It tucked at the beginning of the apex and that was all she wrote. I slid all the way into the last section. I slid so long down the track that I actually had thoughts going through my head as I was sliding on my back, I'm getting ready to break bones, I'm getting ready to make impact." Asked about what it feels like to hit the Air Fence, Cox replied, "I couldn't even hardly

feel it. I think I went into it and kind of under it and then I think I impacted some haybales that were beside it. I'm thankful. I got my \$50 worth! I sent in \$50 several months ago to the Air Fence Fund."

**The Air Fence Bike** was purchased with funds raised by the Roadracing World Air Fence Fund for use in the same corner that claimed the life of racer Ryan Smith in 1999. CMRA official Robert Brothers commented on how the Air Fence Bike held up to the impact, saying, "It stayed in place, there were no cuts. There are a couple of scuff marks on it but I think it will clean up with some (Formula) 409. It did its job today. If it does get torn we've got a patch kit to take care of it." The 20 Air Fence Bike modules took over two hours to set up on Friday before the event, but less than an hour to return to storage on Sunday with the help of a loaned flatbed trailer. The air barriers are stored at the track and are used for races held by both the CMRA and RPM Texas-based race clubs.

**Professional and amateur racers** alike will benefit from a new deal to provide 20 sections (about 560 linear feet) of Alpina Air Module for F-USA races at Pocono, Portland and Daytona as well as for CCS ROC action at Daytona and WERA GNF/Suzuki Cup Finals action at Road Atlanta. Roadracing World Publishing, Inc. has reached an agreement with Alpina Safety Systems to fly in 20 rental sections of Air Module in return for cash and advertising space. The deal will allow more sections of Air Module to be available for F-USA, CCS, WERA and Suzuki Cup racers than would have been possible by simply buying sections, especially since collections are still running behind pledges to the Roadracing World Air Fence Fund.

**Alpina is providing** air transportation from Austria as well as use, deployment and maintenance of the Air Modules, under the direction of Dan Lance, as part of the deal. Formula USA Director Of Road Racing Bill Syfan and WERA President Evelyn Clarke have both agreed to deployment of the sections of Air Module at their events, including the Pocono, Portland and Daytona F-USA/CCS races and the WERA GNF/Suzuki Cup Finals at Road Atlanta. Both organizations have also agreed to help defray ground transportation costs for the Air Modules. "We really appreciate all the efforts of Roadracingworld.com to bring Air Fence to Road Atlanta for the WERA GNF and the Suzuki Cup Finals," said Jeff Wilson of the Suzuki Sports Promotion Department, which oversees the Suzuki Cup program. "The effort made—in addition to helping with the Air Fence at the AMA Nationals—to help out the club racers and other sanctioning bodies like WERA and Formula USA, is really appreciated."

**So far, \$145,026** has been pledged to the Roadracing World Air Fence Fund, with \$140,361 actually collected and \$4665 outstanding. So far, \$104,104 has been distributed to AMA Pro Racing for the purchase, maintenance and deployment of portable Air Fence/Air Module, with another \$11,000 going toward non-portable Air Fence Bike now in use at Texas World Speedway for events sanctioned by CMRA/CCS and RPM/WERA. Another \$30,000 has been earmarked for buying modules for F-USA use but the purchase and delivery has been delayed by the lag in collections. The new deal with Alpina will provide professional and amateur racers with Air Module protection in the short term, while more funds are generated and collected for the purchase of Air Module/Air Fence for long-term use. The deal will also demonstrate the financial viability of Air Module/Air Fence rental and/or purchase compared to haybale purchase by race promoters and sanctioning bodies.

**Ducati continues to finalize** plans for the first-ever Ducati Revs America event scheduled for October 26-28, in Las Vegas.

The Venetian hotel will play host to a party Saturday, October 27 where anyone with a DRA ticket will be able to mingle with Ducati's racers and win prizes. Motorcycle stunt specialist Gary Rothwell, who will be giving shows throughout the DRA event, will give a small stunt show right on the Las Vegas Boulevard in front of the Venetian on Saturday night. The Swiss band "Hang Loose" will be performing on DRA's main stage Saturday and Sunday, an Italian band will be walking through the crowds playing traditional Italian music, authentic Italian flag throwers will be performing, an Italian pizza throwing champion will give demonstrations, the Richard Petty Driving Experience will give away 20 ride-alongs, and Ducati's AMA Superbike technicians will be on hand to give mechanical advice and assistance. For more information about DRA, go to [www.ducatiusa.com](http://www.ducatiusa.com), or e-mail questions to [DRApress@ducatiusa.com](mailto:DRApress@ducatiusa.com).

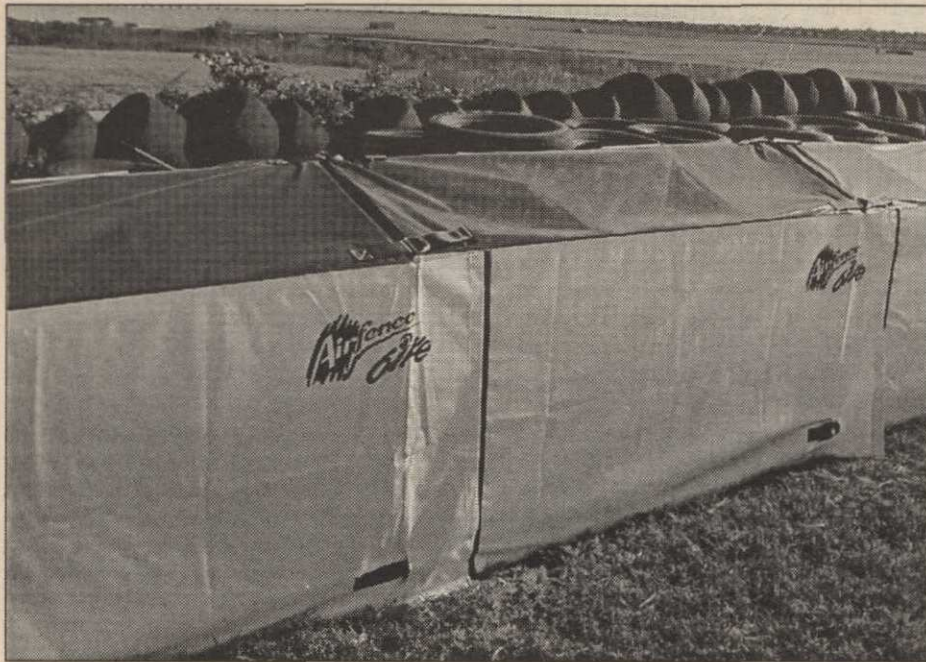
**Ducati North America** is holding a women-only Ducati racing school on Saturday, October 27 at Las Vegas Speedway in conjunction with the Ducati Revs America event. Ducati Donne (Italian for Ducati Women) will have 30 women share 15 996 SPS Ducatis during two-hours of track time on Las Vegas Speedway's short course with instruction from Ducati World Superbike riders Ben Bostrom and Troy Bayliss, as well as three-time World Champion Freddie Spencer. A workshop on race-bike set-up will be hosted by motojournalist and racer Nick Ienatsch. Ducati North America stresses that this is a racing school and adds that more spaces or sessions may be opened up if demand calls for it. Interested women can contact Wendy Hogg at (262) 573-4256 or via e-mail at [DRApress@ducatiusa.com](mailto:DRApress@ducatiusa.com).

**Meanwhile, the American Motorcyclist Association (AMA)** announced July 23 that the third AMA Women & Motorcycling Conference will be held June 29 through July 3, 2002, at West Virginia Wesleyan College in Buckhannon, West Virginia with more details to come in the following months. "The AMA is pleased to once again host the Women & Motorcycling Conference," AMA President Rob Rasor was quoted in an AMA press release as saying, "Based on the success of our two previous conferences, we're confident that the 2002 event will be a valuable experience for all who attend. The first two AMA Women & Motorcycling Conferences were held in 1997 and 2000. More than 700 women and men attended the 2000 conference, from 46 states, Sweden, Australia and Canada. West Virginia Wesleyan College, located in the foothills of the Allegheny Mountains, was chosen as the site of the 2002 AMA Women & Motorcycling Conference for its excellent facilities, and for its proximity to great motorcycle riding."

**Ricci Motorsports plans** to offer transportation for 12 bikes and gear from Woodinville, Washington (near Seattle) to the Suzuki Cup Finals scheduled for October 24-28 in conjunction with the WERA Grand National Finals at Road Atlanta. The bikes will be hauled inside the team's 46-foot trailer, and, for \$500, riders will be allowed to send one bike, extra wheels, and a couple of bins of parts, tools and equipment. Ricci Motorsports owner Gary Ricci pointed out that, "With the new payout system, 20th place pays out \$500. We're just trying to give racers from the Northwest the opportunity to go to the Suzuki Cup." Ricci can be contacted at (206) 972-6319.

**Tim Pritchard has left Competition Accessories.** Pritchard was General Manager of Competition Accessories' retail operations and also supervised the company's overall racing operations. Competition Accessories President Dan Conetta said of Pritchard's departure, "He's got some other stuff within the industry that he's working on. I can't go into it really. I think he felt that he couldn't really work here and make those things happen at the same time. So





Some of the 20 Air Fence Bike soft barrier sections positioned in turn 8A at Texas World Speedway, during a CMRA race weekend. Amateur racer and Roadracing World Air Fence Fund contributor Brian Cox was the first rider to crash-test the new Air Fence, and emerged unscathed. Photo by Eric Kelcher.

it was better to pursue those. I think we will see Tim prominently within the motorcycle industry again very soon. Not necessary within the racing industry. His leaving wasn't anything stressful for the company and nothing that we can't work through." Competition Accessories rider/race-team manager Larry Pegram said of Pritchard, "He's retiring. He's been wanting to do it for a while. Tim's family owned Competition Accessories and sold it to the company that Conetta's President said of five years ago. Tim's been there helping them run it up until now. I think he was going to wait until the end

of the year to do it, but he's been racing his shifter cart and stuff like that and just decided to it now. He's still going to come to these last races. I don't know if he will be at Colorado, but I know he's going to Virginia and I think he's going to Willow."

According to a press release issued by Max McAllister of Traxxion Dynamics, Mike Fitzgerald has closed his suspension company, Thermosman Suspension, to become Lead Technician for Traxxion Dynamics for the remainder of 2001, and then will become General Manager in January, 2002. McAllister himself will then work exclusively

on new product development. Other recent additions to the Traxxion Dynamics staff include Technician Jacob Baymiller, Office Manager Barbara Price and parts and shipping Manager Don Hallford.

**AMA 250cc Grand Prix racer** Bruce Lind has announced that he is retiring from racing competition as a rider. Lind, who is still recovering from injuries suffered in a crash during a heat race at Laguna Seca in July, began his racing career in the dirt in 1962. In 1964, Lind started road racing on a Honda 305 Superhawk at Pacific Raceways (a.k.a. Seattle International Raceway). Lind's first professional road race came in 1971 with the AMA at Daytona. Since then, Lind has amassed 929 racing miles on the high banks, having competed in seven Daytona 200s aboard Yamaha TZ700s and TZ750s. Lind's best finishes in the Daytona classic were 12th, in 1978 and 1979. Lind's last race at Daytona was in March 2001, when Lind finished 17th in the 54-entry AMA 250cc Grand Prix. In his 39-year racing career, Lind has accumulated 30 road racing Championships, 15 broken collarbones, four Canadian National Sidecar Championships, three AMA National Sidecar Racing Championships, and one New Zealand National Sidecar Racing Championship.

After spending 11 days in Intensive Care following his Laguna Seca crash, Lind, 53, made his decision to retire rather than risk putting his wife of 29 years, Edie, through that situation again. However, Lind is looking to stay involved in AMA 250cc Grand Prix racing either as a team owner or as a tuner. Parties with serious interest can call Lind at (360) 568-8882 or e-mail Danelind@msn.com. Lind returned to his job at Boeing on August 10, one month

to the day after having his spleen removed as a result of the crash. Lind also suffered 14 broken ribs—including multiple and displaced ribs in his back—and a punctured and collapsed lung in the crash.

**Bruce and Edie Lind** both expressed thanks for the more than 150 cards, letters, FAXes and e-mails they received while Bruce was in the hospital. They also received many phone calls.

**Lind sent the following note** to Roadracing World: "Dear Roadracing World: I thought the morphine must be working overtime when I opened my eyes after six days in a medically-induced coma and saw walls of a strange room completely covered with various colors of construction paper holding typed messages. Actually, it was the therapy my wife Edie had invented for herself as she sat in the Intensive Care Unit of the Community Hospital of Monterey watching me fight my way back from critical condition. She had to explain it to my drugged mind several times, and read the messages to me repeatedly, before I could comprehend that all the messages were good wishes and prayers for my recovery, sent by friends, fans and co-workers from about 10 different countries and probably all 50 states."

**Lind continued**, "I'm not a person who impresses easily and I'm not a very 'sensitive' guy—after all, I've been around road racing for 37 years. But I was overwhelmed by the caring of the over 150 people who sent messages by e-mail, phone, FAX and mail. I wish I could thank everyone individually, but some messages were from people whose return addresses were dropped in the transfer and some I don't even know

continued on page 15



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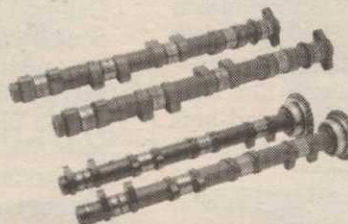
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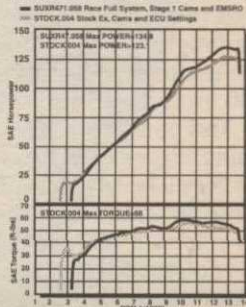
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# gp. mutterings

By Mat Oxley

## Riding Four-Strokes vs. Two-Strokes, Explained

**T**his four-stroke Grand Prix thing has got the GP paddock split in two. You've got guys like Valentino Rossi's engineer Jerry Burgess pre-

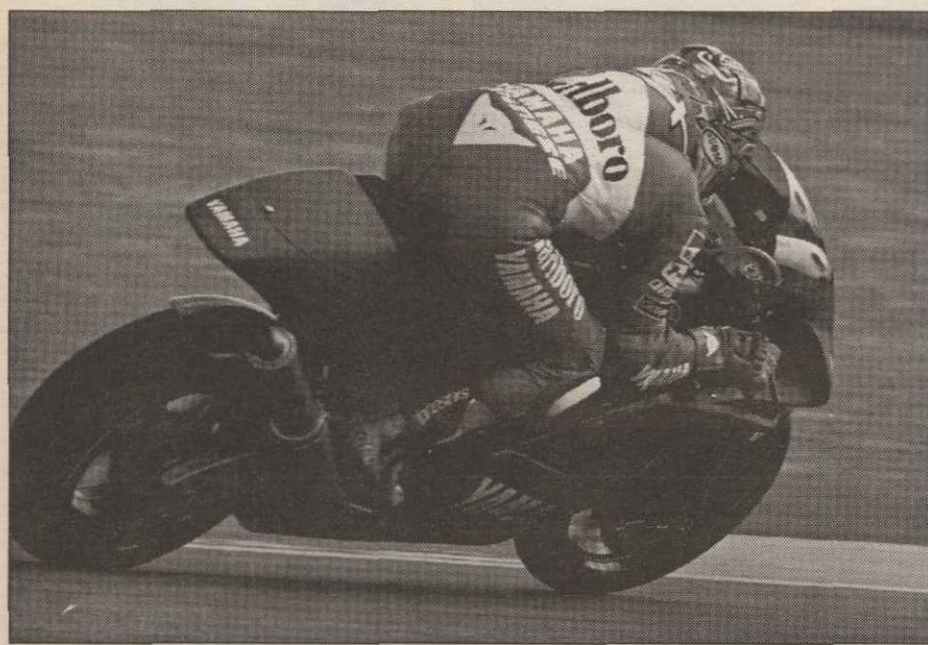
Honda engineers have halted development of the RCV because of engine problems. In other words, no one's got a friggin' clue what's going to happen, and that's the beauty of the whole thing. At least, it is if you're a fan or a journalist. If you're a rider or an engineer, it's a nightmare.

No wonder there's a whole bunch of the world's fastest riders looking decidedly nervous at the moment, pondering whether they should stick with the devil they know—a lightweight, 190-horsepower 500cc two-stroke—or go for the devil they don't—a fatter 200-horsepower-plus four-stroke. When there's millions at stake in winnings and bonuses, that's a big decision.

The Honda men will surely want Rossi on their RCV, however good or bad it is, because brand-new is best in Japan; no way will they stick their boy wonder on an 'out-of-date' NSR500. The scenario at Yamaha is possibly simpler. Garry McCoy and Max Biaggi are supposed to be keen to stay on 500s, while Noriyuki Haga (and Carlos Checa, if he doesn't get the flick) can't wait to jump back on a four-stroke.



Two views of Max Biaggi on the Yamaha YZR-M1 four-stroke Grand Prix racebike, during testing. The big question is, what will be better racebikes in 2002, the new four-strokes or the well-proven two-strokes?



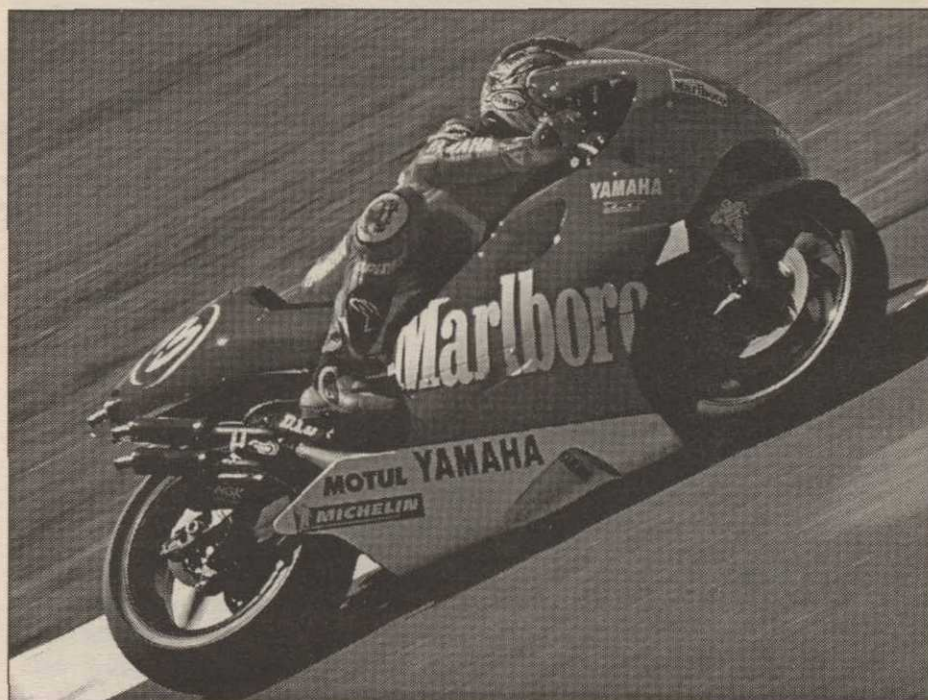
pared to bet me that not one of these new-fangled 990cc four-strokes will even make a podium in 2002 (I'll go \$100 on that, JB).

And you've got Mick Doohan, for whom Burgess used to work, convinced that they'll be whipping the 500s from the very first race. (Incidentally, Doohan now refers to 500s as 'lawnmowers', and I don't recall him saying that when he was racing the things.)

Then you've got rumors that Yamaha's YZR-M1 four-stroke is already lapping a second faster than 500s in secret tests, and you've got rumors that

Haga's 500cc woes have been well-documented and we have to thank Red Bull Yamaha engineer Hamish Jamieson for being the first man to properly explain something that's bugged me for years—why four-strokes are easier to race than two-strokes, or why slow-and-soft Superbikes can lap within a fraction-of-a-second of a 500.

Jamieson, a Shetland Islander who looks after McCoy's YZR500s, is a salt-of-the-paddock kind of guy whose garage houses a turbocharged ZZR1100 (which was the thing to have when he built it a few years back) and a ROC 500cc



Max Biaggi on his YZR500 two-stroke. Biaggi has been winning 500cc Grands Prix and closing up the points gap in the 2001 series. Would he be better off or worse off on a four-stroke in 2002?

Grand Prix bike. He's sat on the fence between JB and Micky D on four-stroke GPs, happy to stick up his hand and admit: "I don't know what's going to happen". But he does know why it's going to happen.

"I think there's a few reasons why four-strokes are easier," he says. "They're heavier for a start, which makes them easier, because they're less flighty. They've more weight and inertia, so they're less of a handful to control, while 500s are barely touching the ground half the time, so they've got no grip."

"In our team we've had a good example in Nori coming to 500s from Superbikes. He finds the 500 difficult to turn in because there's no engine braking. A 500 doesn't slow down with stability from the rear the way a four-stroke does.

lish, I asked Checa to explain this from a rider's point of view. Although Checa has never raced four-strokes, he's got a seriously tricked-up YZF-R1 for playing on the racetrack. He reckons he can ride into some corners quicker with the R1 than he can with his YZR500 and he's already deeply in love with Yamaha's M1 (who wouldn't be in love with a 200-horsepower, 320-pound—145 kilogram—four-stroke?).

"The four-stroke's engine braking gives you a constant connection between engine, tire and tarmac, so you have rear traction all the time," says Checa. "The four-stroke gives you more constant pressure on the rear tire, while the two-stroke gives you all or nothing. Also the four-stroke delivers easier power."



Manabu Kamada on the Honda RC211V four-stroke racebike during a demonstration at the Suzuka 8-hours. Some people say Honda can't be beaten in a four-stroke battle. Photo by Shigeo Kibiki.

Getting a 500 stopped and turned is difficult because it just wants to go straight on, and if you get the front to stop, the rear wants to come around. With a 500, there's this transition period when the rider has finished braking but he's not opened the throttle, so the bike's loose, it's not taut like a four-stroke, it's just running free, a bit out of control. That's why guys like Haga and Chris Walker have struggled on 500s."

Since Haga isn't the best man at stringing a sentence together in Eng-

Continuing on this theme, Jamieson has one final thought on the two-stroke V-4 four-stroke thing. "Because four-strokes are easier, more riders will be able to take them to the limit, so teams won't need a McCoy or a Biaggi or a Rossi." In other words, rider salaries are going to take a hammering. Looks like Gazza's going to have to sell his Ferrari, Biaggi will have to move out of Monaco and Rossi won't be able to fly all his friends to London to go clubbing with him. Aaawwwww. **RW**



# inside info

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personally. But I would like to thank everyone who sent me their strength, energy and good wishes—it apparently worked, because I'm home, have started back to work, and am going to turn back up in the pits again with either a team manager or tuner hat on. My special thanks go to: *Roadracing World*, for keeping people updated with their web postings and helping them get messages to me; Catherine and Ed Sorbo (AMA 250cc GP #6), for their tireless correlating and forwarding of all the e-mails into daily 'mass' FAXes to the hospital; sponsor and friend Steve Dahlstrom (of AIM Racing Products/Speedtune), and friend Gary Ricci, for helping get my crashed machine and parts back home; Laura Hardy and Shawn McDonald for helping notify my 'Bruce Lind Racing' mailing list of my situation; and, of course, Edie, my wife who went through every minute of those two weeks of ICU, got me home, and then, maybe worse, put up with me as a not-ideal-patient at home. Again, my sincere thanks and appreciation to all who wrote and called to express their concern, offer assistance, and wish me well."

American Honda's 20-year-old Nicky Hayden said on Friday, August 10 that

he would most likely have post-season surgery to fix a numbing problem in his right hand caused by Carpal Tunnel Syndrome. Speaking via cell phone from a promotional photo shoot at a Honda test facility in the desert near Mojave, California, Hayden said, "My hand has kind of been going tingly on me. As practice wears on or the race, my pointer and my middle finger and thumb are going numb on me. So they (physicians at Dr. Arthur Ting's office) did a test, and I have Carpal Tunnel in my wrist. I guess it's real common for racers to get it from all of the abuse the wrist takes. That's been bothering me lately. It bothers me worse at some tracks and not so much at others." Meanwhile, Hayden continued to endure two days of the part of a factory rider's job that isn't exactly glamorous. Outside still and video photography are dependent on natural light, and the best light is just after dawn and just before dusk, the result being that photo shoots involve extremely long hours. "My wake-up call this morning was 3:45 a.m.," said Hayden. "We met in the hotel lobby at 4:15. We didn't back to the hotel last night until almost 9:00 p.m." The location of the photo shoot doesn't ease matters as the daytime temperatures can reach 120 degrees F or higher in the Mojave desert. And as for the security at Honda's top-secret test facility, "I think I could get into Fort Knox easier than it is to get into this place," said Hayden.

**2000 WERA 125cc Grand Prix** National Challenge Series Champion and current AMA 250cc Grand Prix racer Chris Pyles proposed marriage to his girlfriend, Beth Walters, on Sunday, August 5 at his home track, Summit Point Raceway in West Vir-

ginia. Pyles told *Roadracing World* in a telephone interview August 8. "I did the WERA Formula Two race at Summit. Then for the Formula One race, I talked her into going over in turn six where all of my family and friends hang out and watch the races. So, she went over there. Then on the cool-down lap of the Formula One race, I pulled off to the side there. I've done it before. All of my friends were cheering. I'm high-fiving them and all. I hopped over the fence and was hugging everyone. I give Beth a hug, and when I hugged her, a friend of mine who had the ring gave it to me. Then, I got done hugging her, got down on one knee and asked her to marry me. She said, 'Yes.'" Pyles said that a wedding date hadn't been set but that the couple is looking toward the off-season between 2002-2003.

**Pyles also started filming** the pilot for a motorcycle TV show called "Crossroads TV" Sunday, July 29 in Washington D.C.. Pyles, who has a degree in Broadcast Journalism, said that the show is similar in format to other how-to auto repair and customizing shows already seen on cable channels like TNN and Speedvision. The project is being led by television producer Steve Zarpas of CNBC. Zarpas formerly owned the Crowbar, a motorcycle-friendly tavern in Washington, D.C.

**John Haner set** a new lap record at Hallett Road Racing Circuit in Hallett, Oklahoma Sunday, July 15. Haner set the new lap record at 1:18.41 en route to winning a WERA/RPM regional A Superstock sprint race on board his Stubb's Cycle-sponsored Suzuki GSX-R750. Then Haner moved to Texas World Speedway on August 19 and set a new record on the 2.9-mile long course at 1:42.85.

**Billy Wiese**, who has tuned *Roadracingworld.com*'s Chris Ulrich to three AMA 750cc Supersport podium finishes so far this year—including Ulrich's 750cc Supersport win at Laguna Seca—has opened his own shop in the Northwest suburbs of Houston, Texas. Wiese also worked with Ulrich during his 1999 run to third in the AMA 250cc Grand Prix Series on a Yamaha TZ250. Wiese's shop, WRW Racing, provides all types of service and repair work for motorcycles and ATVs, including two-stroke engine building and machining. Parts and accessories can also be purchased at the shop, which is open 9:00 a.m. to 6:00 p.m. Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturdays, as Wiese's race schedule allows. Wiese, a motorcycle mechanic since 1967, is also working toward making his shop a Traxxion Dynamics suspension service center. WRW Racing is located at 13529 Skinner Rd. #B, Cypress, Texas, (281) 304-6767.

**Racer and tuner Kevin Murray** moved his MCE Racing shop to 1930 Watson Way Unit H, Vista, CA 92083, phone (760) 599-1061, FAX (760) 599-1081 in early August. But then Murray, 43, was seriously injured while off-road riding in the desert east of his Vista, California home Sunday, August 12. According to Murray's friend and customer Steve Bowline, "Kevin was riding on his own in Borrego Springs (in the Southern California desert) when he came across a few guys. They rode for awhile, but Kevin told them he had to go back to the shop, and took off by himself. When the other riders got back to the car park they noticed that Kevin's van

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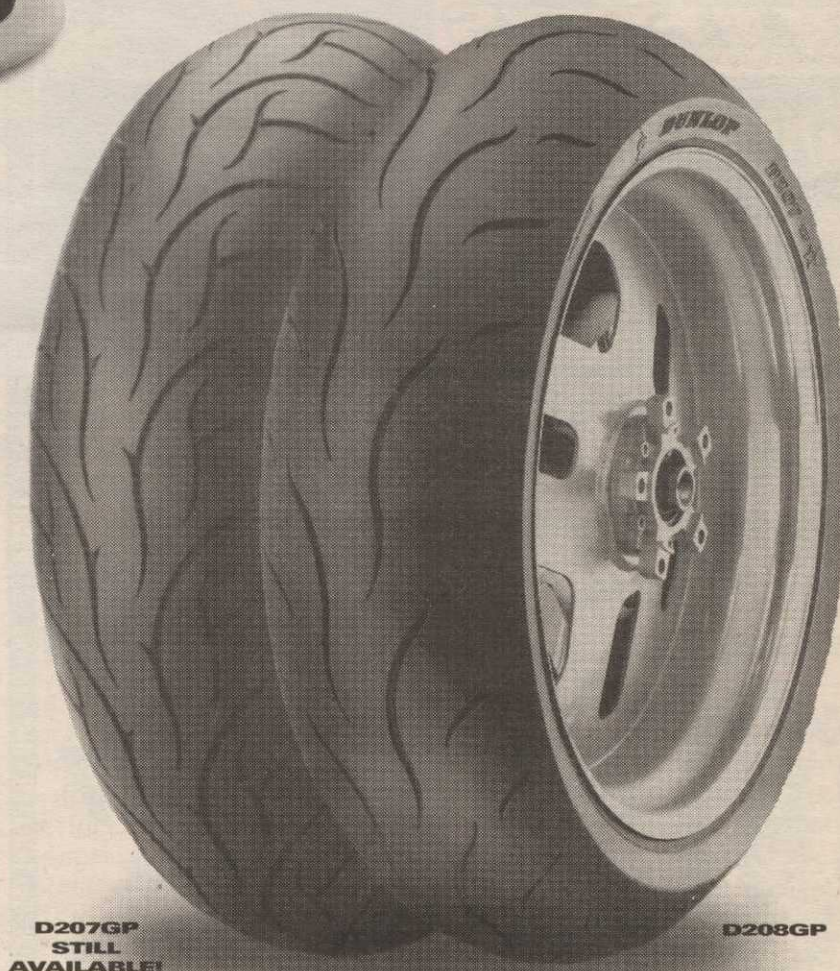
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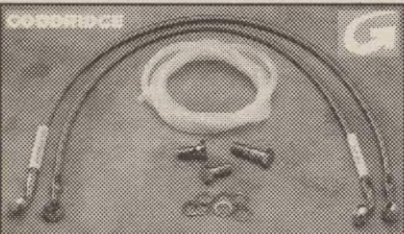
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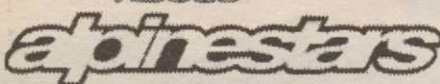
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## RACE ANALYSIS:

# Is Valentino Rossi The Greatest Ever?

By Mat Oxley

Numbers are big in bike racing. Everything's measured in numbers: Lap times, speed, horsepower, engines, shock strokes, riders' successes, of course, and their ages, even. At age 22, Valentino Rossi already walks tall in the numbers game. So tall, in fact, that you can't help wonder if you're witnessing the greatest motorcycle racer of all time climbing towards the peak of his career. Rossi's achievements are history-making, awe-inspiring stuff: First GP win at the age of 17, first world title at 18, another world title at 20, his first 500cc win five months after his 21st birthday. And this year he moved into the all-time top-15 Grand Prix winners' chart, having amassed more than 30 victories in the 125cc, 250cc and 500cc classes.

But to fully comprehend his uniqueness you need to count how many other riders within that top 15 have won over 30 GPs before their 23rd birthdays. The answer is: None. In fact, the only other under-23 in that top 15 to have won more than five GPs is Mike Hailwood, the man generally considered to be the greatest racer to have walked this earth. He won 14 races before he was 23, while John Surtees and Max Biaggi won five before they reached that age. Say no more.

Of course, the self-styled Doctor Rossi comes from a different age than Hailwood and Surtees. Teenage racers are everywhere now, kids get chances they would never have gotten 20, 30 or 40 years ago, so the whole frame of reference has been shifted. Modern sport is dominated by people like Rossi, the offspring of the first professional sporting generation. Guys like Rossi, Kenny Lee Roberts, golfer Tiger Woods, and the Schumachers have dads who were sports pros, so they've grown up in an environment where sport is everything, a seven-days-a-week deal, not just a fun distraction for the weekend. Woods, legend has it, was wacking golf balls around from the age of two, the Schumis were careering around their dad's kart track at three or four and Rossi rode his first minibike at the same age. That kind of upbringing has to have an effect—for Rossi the art of riding a motorcycle is as subconscious an act as walking.

"We're watching a lot of guys coming up like that," says former 500cc King Kenny Leroy Roberts, whose eldest son last year became the first son-of-a-father 500cc World Champion. "If you started as a three-year old and you've got a lot of talent, you're going to beat the guy who started as a 15-year-old with a lot of talent. Rossi is

a natural-born motorcycle racer, like Tiger Woods is a natural-born golfer."

Rossi's dad was flamboyant 1970s racer Graziano Rossi, who won three 250cc GPs for Morbidelli in 1979 and even raced 500s for Marlboro Yamaha. There's no doubt that Valentino has his dad's speed gene, but he inherited more from his father, a kindly, down-to-earth former teacher with a keen intellect. If it is Rossi's genetic inheritance that makes him so fast, it is the influence of his father's character that makes him the cool, calm character that everyone loves to love.

So much so that Rossi has become bike racing's biggest mainstream star since Barry Sheene. Every sport has its own hero, a hero who thrusts the sport beyond the committed fans; tennis had Andre Agassi, snooker had Alex Higgins and so on. Like Agassi and Higgins, Rossi is charismatic, a bit left-field, and the ladies like him. Just listen to the screams of the Valenteenie-boppers and Rossi's woeful observation: "It's nice to have one or two nice girls chasing you, but when there's one thousand, it's not good".

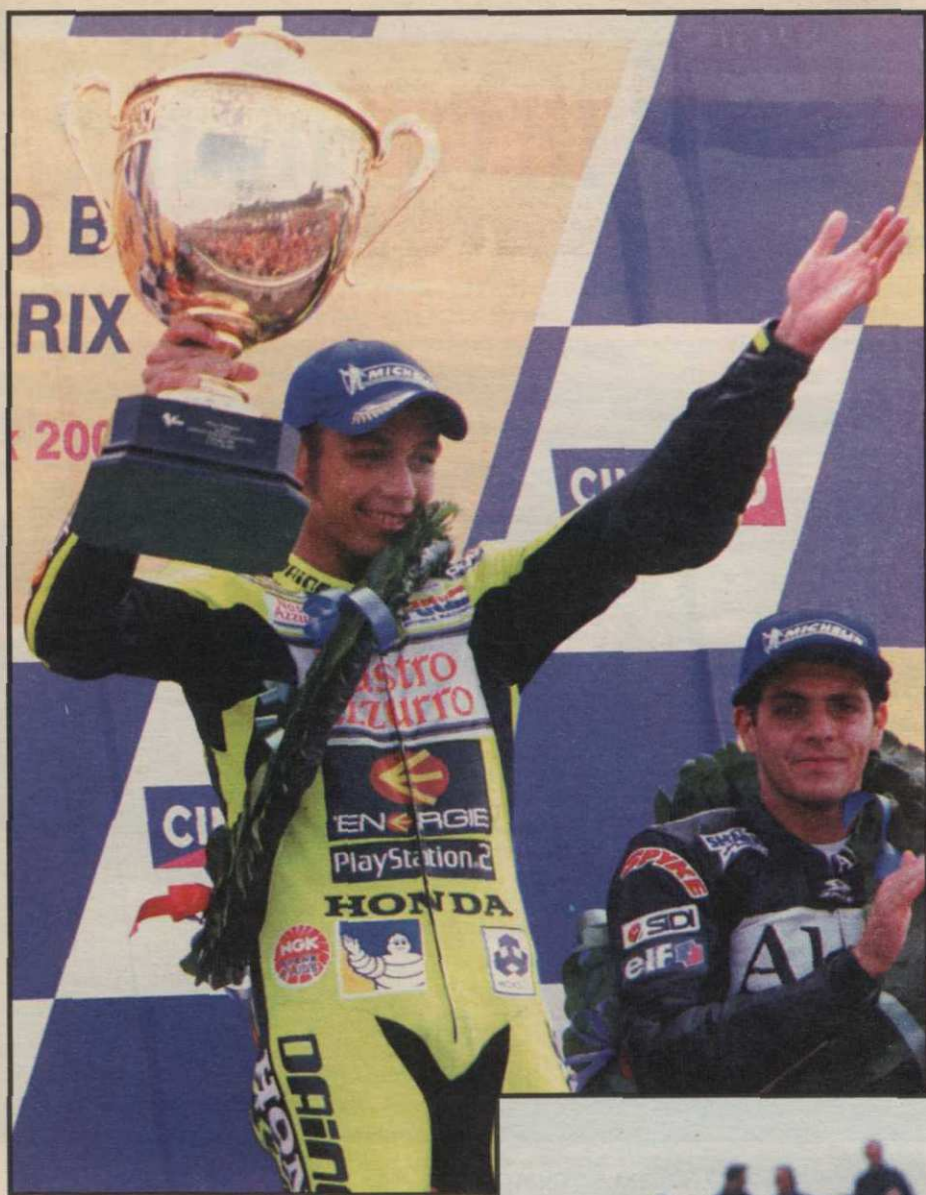
But let's get back to the racing—Rossi's attitude to racing is everything. Nowadays, 500cc GPs are probably tougher than they've ever been. The pressure on the top men is crushing, impossible to overestimate, and it comes from every direction—from the factory, from the sponsors, from the team, from the media, from the fans and, of course, from inside the rider himself. Sure, there's harder ways to make a living, but if these guys aren't on the bike they're huddled for hours in debriefing sessions with their engine, chassis and tire engineers, surrounded by the flicker of computer monitors and the whirr-whirr of hard drives. And if they're not doing that, they're being gushed over by their sponsors, harangued by the media or suffocated by the fans.

That kind of round-the-clock stress gets to most of the big 500cc riders; by halfway through a season they look burned out, ground down. Somehow, Rossi doesn't allow any of this to affect him, or at least, he hasn't so far.

"I always found there was so much pressure, and a lot of it self-inflicted," recalls 1993 500cc World Champion Kevin Schwantz of his years at the top. "You put so much pressure on yourself to be the best that you've got to keep telling yourself that it's fun, because if it ever quits being fun it's really not worth it, because however much you're making, there's a lot on the line, you could get hurt in nothing flat. When I wasn't liking it anymore, I decided to stop."

"The thing with Rossi is that he's





Valentino Rossi, celebrating after coming from behind to win the British Grand Prix. Photo by Sports Photography.



Valentino Rossi in the paddock, looking like he's having a good time. Photo by Sports Photography.

having fun, so he's out on the track every time wringing the bike's neck, trying to get everything he can out of it. Also, he seems like a guy who can say 'okay, we get beat on occasion, we're not superhuman'. And you don't hear him moaning about missing the 'set-up'. That's all part of his secret."

Rossi obviously gets deeply involved in the set-up of his NSR500s, as mentor Mick Doohan reveals: "He's in the garage till all hours of the night, working with the crew." But crucially, Rossi doesn't let the techno-babble fry his brain, while some of his rivals do. They let the complexities get to them, they



After coming from the third row on the grid, Valentino Rossi (46) caught and passed leader Max Biaggi (3) to win the 500cc Grand Prix at Donington. Photo by Sports Photography.

start thinking like engineers, forgetting that they're riders. So they're out on the track, thinking too much about the set-up and not enough about doing what they do best—givin' it heaps.

King Kenny again: "The growth of the sport has definitely affected some guys—everything is more complicated now. You get a lot of guys spending too much time trying to find the right set-up whereas Rossi just rides the hell out of it."

Of course, Rossi has the advantage of having arguably the best team in 500cc Grand Prix racing behind him. His factory Honda crew—separate from the crews of HRC's other official 500cc riders Alex Criville and Tohru Ukawa,



Valentino Rossi (46) during his charge up through the field at Donington, seen here leading Olivier Jacque. Photo by Sports Photography.

and backed by Honda Europe and Nasstro Azzurro beer—is the exact same crew that looked after Doohan throughout his 10-year Grand Prix career. Led by chief engineer Jerry Burgess, they're a tight-knit, down-to-earth bunch who concentrate on winning the next race, rather than reinventing the wheel,

ing it a little here and there." Schwantz has something to add here too, ramming home the point that, at the end of the day, it's always the rider who makes the difference in bike racing. "You know how many times I rode a 500 that was set up right? I could count them on one hand and have some fingers left over. A 500's never gonna be perfect."

Burgess' talents aren't restricted to getting the best out of a 500. The Aussie has been in GPs for decades and knows how to extract the best from riders as well. He expects 100 percent commitment both on the track and in the pits, and when he doesn't get that, he gives 'em hell. Some other crew chiefs won't do that—they're too overawed by their rider's superstardom. JB laid down the law last summer when late-sleeper Rossi turned up late for practice. Rossi suggested that in future one of the crew should be despatched to his motorhome each morning to make sure he was out of bed. No way, said Burgess, I'll be there to give you your wake-up call. Rossi's not overslept since.

And yet Burgess is clever enough to realize that Rossi doesn't react well to regimentation. JB understands Rossi's character, his need to show off, and so long as the job gets done, he doesn't care what else Rossi gets up to. "Valentino is Valentino, and if you kill that off, you may kill off the goose that lays the golden egg. You've got to let him be himself, he certainly doesn't clown around in testing and he's always well applied in practice. He's like Mick, you never seem him just riding around, he's on it every lap. He does his own thing after races but I don't think that affects him, he's just enjoying himself."

Of course, apart from the occasional misdemeanour, Rossi is totally dedicated. "He's like a computer when he comes into the pit," continues Burgess. "He gives you a list of six or eight things to look at, like a download. You make the changes, and he says 'right, I'm going out to test', and he'll list the six things we've tried to fix, then he'll do five laps, come back in and say 'yeah, I'm happy with that, I'm not happy with that'. He's very

unlike some other squads who tend to out-think themselves. Burgess is an arch-pragmatist (he inherited his racing mantra, the five Ps, from his dad: Perfect Preparation Prevents Poor Performance) who knows that confidence is everything in bike racing. In other words, he doesn't confuse his rider with unnecessary setting changes, he keeps set-up as consistent as possible from one track to the next, so Rossi knows his bike like a brother, knows what it's going to do in any situation on any race-track.

"It was the same with Doohan," continues King Kenny. "He'd get a set-up and stay with that, just chang-

.....  
continued on page 68



# Did The Tide Turn For Biaggi In Germany?

By Mat Oxley



Start of the 500cc Grand Prix at Sachsenring, Max Biaggi (3) leading Carlos Checa (7), Norick Abe (6), Shinya Nakano, Kenny Roberts (1), Olivier Jacque (19) and the field. Photo by Sports Photography.

History is full of turning points—those moments when the tide turns and the impossible becomes possible, or the possible becomes probable. Wars, especially, are like that, and this year's German Grand Prix may well have been a turning point in the ongoing hostilities between Valentino Rossi and Max Biaggi. The Italians are the main protagonists in the contest for the last-ever 500cc World Championship, but until the GP circus decamped in deepest southeastern Europe at the Sachsenring, the war had been going very much Rossi's way.

The dazzling youngster had won five of the opening eight GPs, to Biaggi's two victories, to lead the series by 26 points going into Germany. He seemed unbeatable at most tracks, even at the previous race in Britain where he'd come through to win from a third-row start. The combination of Rossi and his Nastro Azzurro Honda NSR500 were firm favorites to win the crown.

But not after the Sachsenring. For once, Rossi struggled all weekend. He qualified 11th fastest, just as he'd done at Donington, but predictions that he'd inflict another demoralizing defeat on Biaggi, who was starting from pole for the second successive race, proved wildly optimistic. This time Rossi was beaten and beaten badly, Biaggi and his Marlboro Yamaha running away out front to win his third race of the year. In a single outing Rossi's series advantage had shrunk to just 10 points and, with Biaggi's favorite track, Brno, next on the calendar, the Championship has been blown wide open.

There were various reasons for Rossi's defeat. Firstly, the Sachsenring, though opened up with a few new corners for 2001, is one of the slow-

est GP tracks, where nimble turning is everything. And that's what Biaggi's Yamaha is really good at, which explains why Yamaha took six of the eight places on the front two rows, the first time the brand has managed that since Malaysia 1991, and monopolized the top four finishing slots, the first time it's done that since Belgium 1990. Rossi's Honda, on the other hand, is designed for rear-end traction, which gives him an advantage at many venues, but at the Sachsenring, riders barely get the chance to open the throttle out of one corner before they're rolling into the next.

Secondly, Honda officials' insistence on getting their favorite Grand Prix rider to contest the big Suzuka 8-Hours endurance race, two weeks after Germany, didn't help their cause. Rossi spent two days testing the factory's RC51 at Suzuka, which the Japanese consider more important than any other single race, after Donington—and when Rossi returned to Europe and climbed back on his NSR500, he struggled to readapt. From there he was playing catch-up all weekend. Rossi's some-time mentor Mick Doohan, who won the 8-Hour in 1991, eventually had the race written out of his HRC contract. "I had trouble getting used to the 500 again on Friday," said Rossi. "The four-stroke is so neutral, you don't get a lot of feel from it, you can't even tell whether you're doing a fast lap time."

Even if it only took him a session or so to get back into his 500cc ways, Rossi was already behind the other teams on set-up. And try as he might, he never got his NSR500 working as well as he'd like. "The set-up isn't right, the bike is slow to turn direction and I'm not getting good front-end feel," Rossi said.

So by the end of play on Satur-



Early in the German 500cc Grand Prix, Max Biaggi (3) leads Carlos Checa, Norick Abe (6) and Alex Barros (4). Photo by Sports Photography.



day afternoon, the grid was identical to how it had been in Britain two weeks earlier, at least as far as Rossi and Biaggi were concerned. Biaggi had also been fastest on Friday, his teammate Carlos Checa also joining him on the front row. This was a real display of dominance, and a confirmation of the momentum that Marlboro Yamaha has been building since the team turned the corner on bike set-up during tests following a disastrous Spanish GP outing in early May. But despite that, there was still a strong feeling in some quarters of the paddock that Rossi could turn it all around on Sunday, especially since he came within a fraction of a second of winning at the 'Ring in 2000, after running 16th on lap one!

The only thing that looked certain was that the race would be desperately tight. Last year the top five Sachsenring finishers crossed the line separated by just 1.674 seconds, the closest finish in GP history, and this time the top-four qualifiers were covered by just 0.216-second. Shinya Nakano on the Gauloises Yamaha ended final qualifying just 0.153-second off his first 500cc pole and just ahead of West Honda's Alex Barros and Checa. Biaggi was delighted with his third pole of the year and his second in succession.

"We were already fast yesterday and the team's working so well at the moment," Biaggi said. "The bike feels good, we've made it more stable, which allows me to be more agile through the first section. Nothing's changed with the chassis, it's just a few tweaks to the front and rear suspension. We made some changes overnight to improve in a few places where we'd been losing some time, but they made things worse, so we went back to yesterday's settings. With a few more little adjustments we were immediately faster. This pole gives me a lot of satisfaction, since this isn't my favorite track."

The real battle for pole didn't start until the final 10 minutes of Saturday qualifying when Barros became the first man to better Biaggi's Friday best, putting himself 0.193-second up. Then a few seconds later, Nakano surpassed Barros, with a lap that put him just 0.01-second ahead. Biaggi retaliated when his mechanics fitted soft tires for an end-of-session charge.

"We did some very important work on our suspension settings when we went testing at Brno after Donington," said Nakano. "That's improved everything—the way the bike works with me and the way it works with the tires."

Barros might have done better than third if he hadn't fallen in the final few minutes. "Everything was going well

and I'd just gone out for the last time, with new soft tires," he said. "But there was too much traffic around, I pushed a bit too hard and fell, but I'm okay."

Checa was delighted with his first front-row grid position of 2001, achieved despite a spill in the first few minutes. "We didn't change many things from yesterday, we just worked at minor adjustments to improve the balance," he said.

Reigning 250cc World Champion Olivier Jacque on the Gauloises Yamaha made it a day to remember for the Tech 3 outfit, scoring his best-ever 500cc grid position, fifth. The result confirmed that Jacque is well and truly back from the pre-season arm injury that handicapped him for months. At Donington he had scored his first 500cc second-row start, and in Germany he was just 0.193-second off the front row.

Jacque was followed by Garry McCoy on the Red Bull Yamaha, another man returning from injury, with West Honda's Loris Capirossi and Antena 3's Norick Abe completing row two. McCoy, who last raced at Jerez before breaking a wrist during practice at Le Mans, was still struggling with upper-body weakness, because he'd been unable to train for so long. "I think we've come back strongly and are getting close to where we should be. My arm started to feel weak towards the end of qualifying, but was stronger than yesterday. Realistically, I have to accept that it may cause me problems towards the end of the race," McCoy said.

World Champion Kenny Roberts on the Movistar Suzuki led row three, with the usual woes. "We're not able to keep consistent," Roberts said. "After three or four laps, the tire loses some grip and we lose throttle connection, it's been the same for a long time."

Former 500cc World Champion Alex Crivillé had a woeful Saturday afternoon in Germany—suffering two huge crashes on his Respol YPF Honda at the same 230-kph (142.9 mph) corner within 40 minutes of each other. The embattled Spaniard, who has won only one Grand Prix since he took the 1999 title, suffered an all-over battering and concussion in the get-offs, which put him out of the race. The first tumble happened when Capirossi dived underneath Crivillé as they charged into the daunting new turn 12. Crivillé didn't see the Italian coming and laid into the corner on top of the West Honda, lost control and cartwheeled into the gravel. Looking somewhat dazed, he returned to the pits to ride his second bike.

"I don't remember much, from either the first or the second crash," Crivillé



Max Biaggi (3), pulling away in the 500cc race in Germany, with Norick Abe (6) in pursuit.  
Photo by Sports Photography.

said. "Our data shows that the second happened when the rear tire started spinning on full lean angle. Just after that the bike went sideways and threw me over the bars. I'm a bit shaken up but fortunately I didn't break anything."

Come Sunday morning, Rossi's situation was looking better and better. During morning warm-up he'd improved his Honda's steering, lapping within three tenths of Biaggi but in the end that didn't stop his bitter rival from scoring a storming start-to-finish victory in front of a capacity crowd of 84,000.

Biaggi and Marlboro Yamaha were in control at the tortuous German track, the Italian heading his team's second one-two finish of the year. Checa took a hard-fought second, crossing the line 3.249 seconds behind his teammate and just a fraction ahead of 500cc podium first-timer Nakano. It was a great day all-around for Yamaha, Abe taking fourth just behind Nakano, and at the same time, it was a black day for Honda. Not only did Rossi struggle to seventh, but Barros was the factory's best finisher in fifth.

The race was all over by the first corner, the Roman Emperor rocketing away from pole, then gently stretching a gap on Checa, who had to give up the pursuit, then change focus from attack to defense as he came under pressure from the two Japanese Yamaha riders.

Biaggi was ecstatic after his third win in six races. "There's no better way to win a race than leading all the way," he grinned. "Of course, I was ready to battle if anyone came with me but

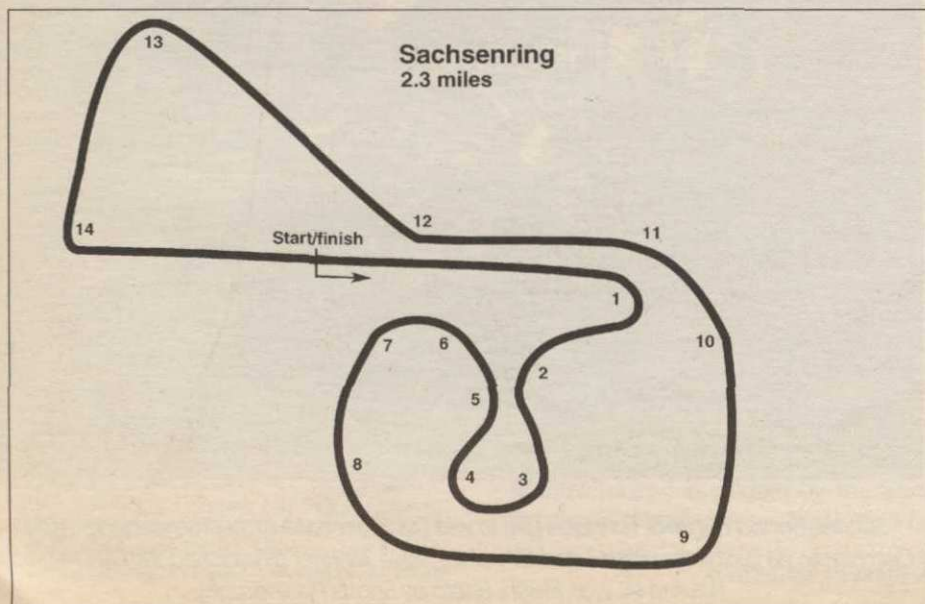
the bike set-up was good and we made the right tire choice. I only had one big moment when I was trying to get away from Carlos and Abe. I wanted to push hard, then maintain the gap, and that's what I did. I'm riding harder and harder, I just want to win races and close the points gap."

Checa had a tougher time of it. Abe passed him mid-race before he went back ahead later on, only just fending off a hard-charging Nakano. "I hate finishing second because I've been there so many times," smiled Checa, who's had an up and down year so far. "Maybe I should try third, though first would be even better! Anyway, I hope we can fight for the podium every weekend from now on, win some races and have a good second half of the season."

Nakano's first 500cc podium finish followed a determined ride after he messed up his start from second on the grid. The former 250cc star worked his way into fourth at one-third distance, but by then the leading three were well ahead and only by dint of intelligent riding did he close the gap after a mid-race lull. He got Abe with just over one lap to go. "For a while I was pushing too hard and I lost the front a few times," Nakano explained. "So I changed my style, my lap times improved again and finally I was able to pass Abe."

Barros, Honda's only front-row qualifier, blamed his result on changing track conditions. "The track tem-

.....  
continued on page 20





perature was warmer today, so the bike became unstable, especially at the front end," said Barros, who finished a massive 17 seconds behind Abe. "I nearly fell a few times, so in the circumstances I have to feel happy with the points I scored."

During the later stages Barros fought an entertaining skirmish at the head of a ribbon of seven riders. The Brazilian just held on over the final laps to cross the line ahead of Jacque, Rossi, Capirossi, Roberts, Suzuki's Sete Gibernau and comeback-man McCoy. Just over three seconds covered the group at the flag. For once, Rossi hadn't been able to pull off another miracle. He raced hard, coming through to fifth at one stage, but faltered in the final laps.

"It's been a difficult weekend and I can't be happy with seventh," Rossi said. "We tried hard but we couldn't

been to Japan for 8-Hour tests, and not only had he had to readapt from an R7 with lights to his YZR, he'd also had to reacquaint himself with Michelin after running Dunlops on the Superbike. Haga's team men were not pleased with Yamaha—it had taken Haga half the season to get used to the Michelin front, so he could take a fighting fourth at Donington, then he was back in trouble at the 'Ring.

Australian Anthony West on the Dee Cee Jeans Honda NSR500V scored the final title point in 15th, struggling with rear-end grip. "The bike was sliding even off the gas," said Westy, who turned 20 a few days before the event.

#### Melandri Wins Dramatic 250cc Grand Prix

MS Aprilia's Marco Melandri finally scored his first 250cc win in Germany, and what a win it was. The Italian teenager rode side-by-side throughout with teammate Tetsuya Harada and series leader Daijiro Katoh on a Movistar Honda, but looked beaten by Katoh,



Reigning 500cc World Champion Kenny Roberts (1) faded to ninth in Germany, behind Valentino Rossi (46), Olivier Jacque (19) and Loris Capirossi (65). Photo by Sports Photography.

find as good a set-up as we usually get. The steering felt heavy into corners and I was getting a lot of wheelspin on the exits. Starting from the third row was a big handicap, because it's difficult to pass here, especially when you've not got a perfect set-up. By the time I'd got to fifth, the four Yamahas were already well ahead and then I started getting some bad wheelspin, so my lap times slowed. I regret I couldn't hold on to fifth but I would've had to take too many risks."

McCoy was happy enough with his first race in two-and-a-half months, even though his wrist injury left him with little upper-body strength. "On the long left-handers I was actually having to lie on the gas tank and use my elbows, a style that nearly caused me to lose the front end a couple of times," McCoy said. "Then right at the end I let Sete by when I hit a neutral."

The Sachsenring was an even tougher event for Honda's other 500cc riders. Injured Crivillé didn't race, while teammate Tohru Ukawa crashed out three laps from the finish after recovering to 12th following a bad start. When Ukawa went down, Red Bull Yamaha's Noriyuki Haga filled his place.

Haga had been out of sorts all weekend, probably because, like Rossi, he'd

who comfortably moved from third to first in the final quarter of the race. Mounting an apparently desperate last-gasp attack in the final laps, Melandri came within an ace of crashing, even then refusing to give in. He came back on the penultimate lap, inches behind Katoh, then dived ahead at the last-but-one turn.

"After I nearly fell, I thought I'd either win or crash," said former 125cc winner Melandri, who came to 250s last year. "We have a new chassis here which has been a big help. I was sliding around but you can do that with this chassis."

Katoh wasn't too worried. Despite getting beaten for only the third time in nine races, he still increased his series lead over Harada. "But I didn't settle for second, I still want to win races," Katoh said. Harada got the worst of the backmarkers in the late stages and had to be happy with third, 18 seconds ahead of Aprilia privateer Roberto Rolfo.

In the early stages the leading group had been a five-man affair, but Aprilia's Jeremy McWilliams and Katoh's teammate Emilio Alzamora both crashed out on lap eight. McWilliams was lucky not to do further damage to the broken collarbone he had plated after a fall at the British Grand Prix two weeks earlier.



Marco Melandri (5) beat Daijiro Katoh (74) and Tetsuya Harada to win the 250cc Grand Prix in Germany. Photo by Sports Photography.

#### Sanna Wins Fought Seven-way 125cc Battle

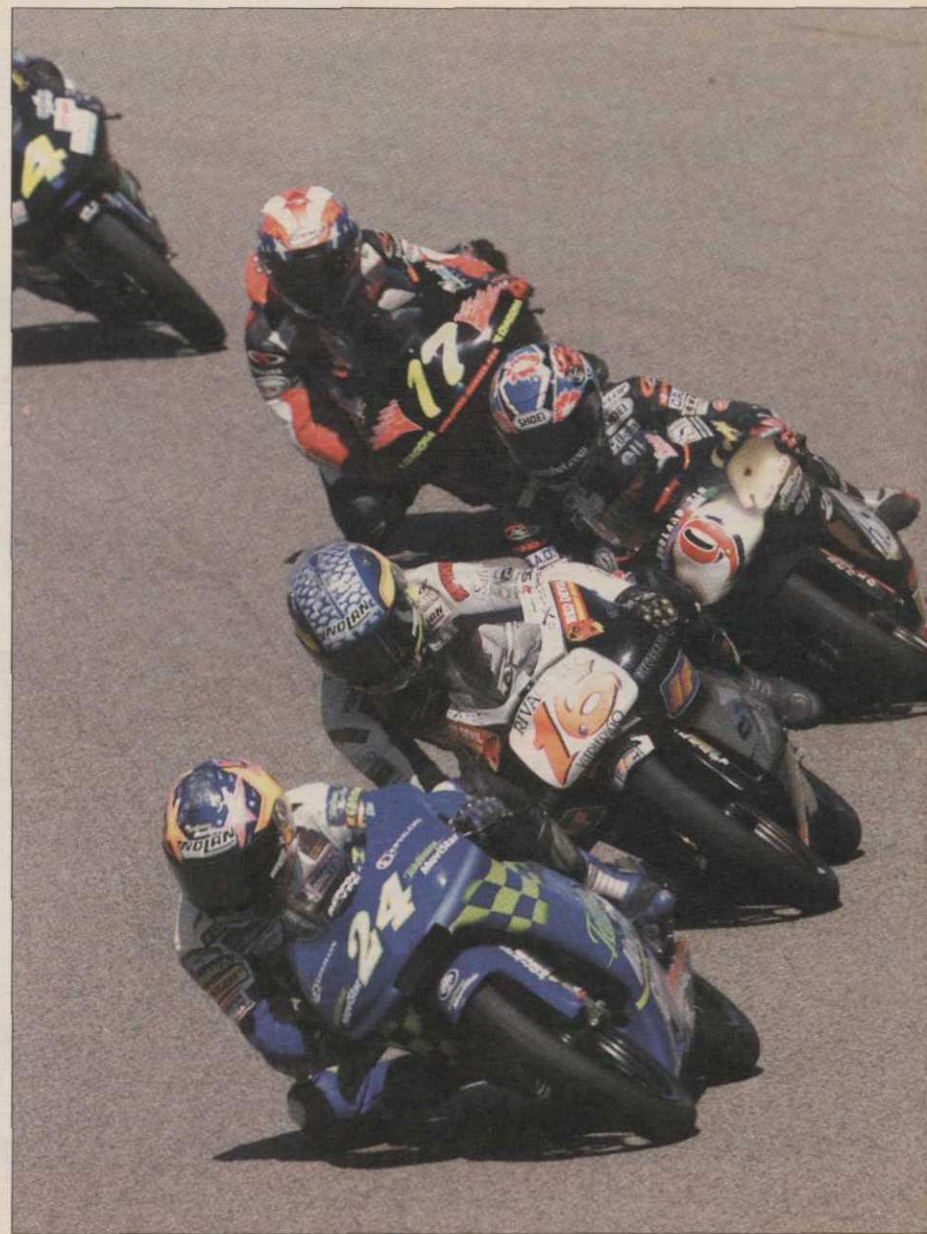
The German 125cc Grand Prix was as close and fraught as you can get—no less than seven riders hustling back and forth for the lead, and covered by just 2.2 seconds at the flag after some scary riding and more than a little physical contact. The contest for the Championship is no less hectic—race winner Simone Sanna on an Oxydo Aprilia was the seventh different victor from the first nine races of a wide-open series.

Sanna ran second for much of the race, taking the lead from Lucio

Cecchinello and his MS Aprilia with two laps to go. Sanna crossed the finish line just 0.247-second ahead of teenagers Toni Elias on a Movistar Honda and Manuel Poggiali on a Gilera, with veteran Masao Azuma a close fourth on a Honda and Cecchinello a disgruntled fifth.

"For a lot of the race I was happy to follow Cecchinello, save my tires and study where to attack," said Sanna, who tried to kick Elias at one stage of the race. "I just wanted to show him he was losing time by out-braking me at every turn, that's all."

Elias' second place moves him to



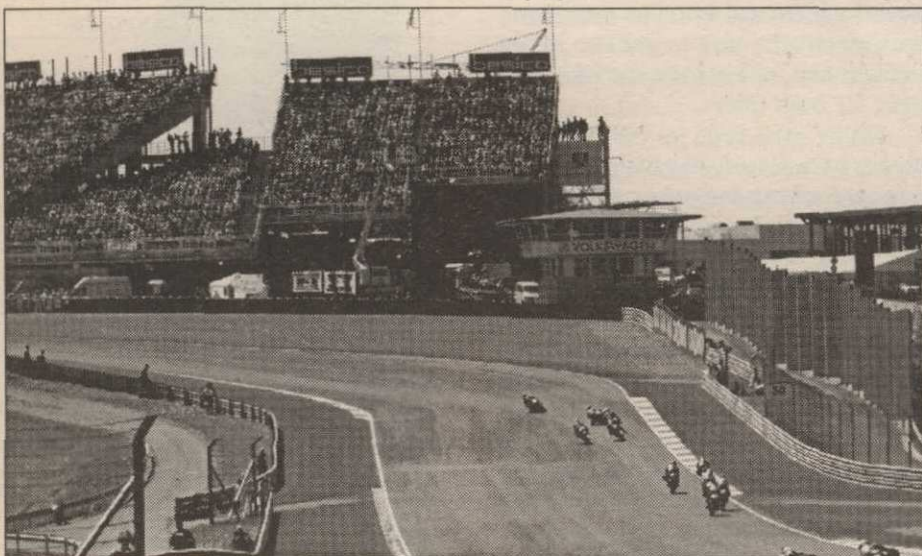
Simone Sanna (16) beat Toni Elias (24) to win the 125cc race at the Sachsenring; Lucio Cecchinello (9) finished a disgruntled fifth while Steve Jenkner (17) finished 10th and Masao Azuma (4) was fourth. Photo by Sports Photography.



within three points of series leader Pog-  
giali with seven races to go. **RW**

## RESULTS

**500cc FINAL (July 22)** 1. Max Biaggi, Italy (Yam YZR500), 43:36.983, 94.819 mph; 2. Carlos Checa, Spain (Yam YZR500), 43:40.232; 3. Shinya Nakano, Japan (Yam YZR500), 43:40.625; 4. Norick Abe, Japan (Yam YZR500), 43:41.767; 5. Alex Barros, Brazil (Hon NSR500), 43:58.147; 6. Olivier Jacque, France (Yam YZR500), 43:58.368; 7. Valentino Rossi, Italy (Hon NSR500), 43:58.928; 8. Loris Capirossi, Italy (Hon NSR500), 43:59.468; 9. Kenny Roberts, USA (Suz RGV500), 44:00.314; 10. Sete Gibernau, Spain (Suz RGV500), 44:01.387; 11. Garry McCoy, Australia (Yam YZR500), 44:01.393; 12. Noriyuki Haga, Japan (Yam YZR500), 44:20.979; 13. Jose Luis Cardoso, Spain (Yam YZR500), 44:21.199; 14. Jurgen van den Goorbergh, Holland



The 125cc leaders head into the stadium section at Sachsenring, the stands packed with fans. Photo by Sports Photography.

(Proton KR), 44:21.312; 15. Anthony West, Australia (Hon NSR500V), 44:59.516; 16. Jay Vincent, Great Britain (Pulse), 29 laps; 17. Tohru Ukawa, Japan (Hon NSR500), 27 laps, DNF, crashed; 18. Brendan Clarke, Australia (Hon NSR500V), 18 laps, DNF, crashed; 19. Barry Veneman, Holland (Hon NSR500V), 13 laps, DNF, entered pits; 20. Johan Stigefelt, Sweden (Sabre V4), 9 laps, DNF, entered pits; 21. Haruchika Aoki, Japan (Hon NSR500V), 0 laps, DNF, crashed; 22. Leon Haslam, Great Britain (Hon NSR500), 0 laps, DNF, crashed. Race Distance, 30 laps, 69.050 miles; Race Time, 43 minutes, 36.983 seconds; Race Average Speed, 94.819 mph; Victory Margin, 3.249 seconds; Fastest Lap, Nakano, 1:26.808, 95.451 mph, Lap 30.

**500cc QUALIFYING:** 1. Biaggi, 1:26.097, 96.240 mph; 2. Nakano, 1:26.250; 3. Barros, 1:26.262; 4. Checa, 1:26.313; 5. Jacque, 1:26.506; 6. McCoy, 1:26.638; 7. Capirossi, 1:26.654; 8. Abe, 1:26.765; 9. Roberts, 1:26.784; 10. Gibernau, 1:26.942; 11. Rossi, 1:26.955; 12. Cardoso, 1:27.119; 13. van den Goorbergh, 1:27.294; 14. Ukawa, 1:27.455; 15. Alex Criville, Spain (Hon NSR500), 1:27.648; 16. West, 1:28.230; 17. Haga, 1:28.248; 18. Aoki, 1:28.323; 19. Haslam, 1:28.326; 20. Stigefelt, 1:28.589; 21. Clarke, 1:29.613; 22. Vincent, 1:29.930; 23. Veneman, 1:30.238.

**500cc WORLD CHAMPIONSHIP POINT STANDINGS (After 9 of 16 rounds, all 16 count):** 1. Rossi, 170 points; 2. Biaggi, 160 points; 3. Capirossi, 111 points; 4. TIE, Barros/Nakano, 100 points; 6. Abe, 87 points; 7. Criville, 71 points; 8. Checa, 67 points; 9. Roberts, 62 points; 10. Gibernau, 60 points.

**250cc FINAL (July 22):** 1. Marco Melandri, Italy (Apr RSW250), 42:37.696, 93.949 mph; 2. Daijiro Kato, Japan (Hon NSR250), 42:37.748; 3. Tetsuya Harada, Japan (Apr RSW250), 42:37.899; 4. Roberto Rolfo, Italy (Apr RSV250), 42:56.006; 5. Randy DePuniet, France (Apr RSV250), 43:05.804; 6. Alex Debon, Spain (Apr RSW250), 43:14.262; 7. Alex Hofmann, Germany (Apr RSV250), 43:14.460; 8. Naoki Matsudo, Japan (Yam TZ250), 43:14.614; 9. Franco Battaini, Italy (Apr RSV250), 43:18.162; 10. Fonsi Nieto, Spain (Apr RSW250), 43:20.870; 11. Shahrol Yuzy, Malaysia (Yam TZ250), 43:20.952; 12. Lorenzo Lanzi, Italy (Apr RSV250), 43:35.094; 13. Jeronimo Vidal, Spain (Apr RSV250), 43:49.358; 14. Riccardo Chiarello, Italy (Apr RSV250), 44:03.203; 15. David Tomas, Spain (Hon RS250), 44:03.310; 16. Dirk Heidolf, Germany (Yam TZ250), 28 laps; 17. Christian Gemmel, Germany (Hon RS250), 28 laps; 18. Max Neukirchner, Germany (Hon RS250), 28 laps; 19. Luis Costa, Spain (Yam TZ250), 28 laps; 20. Katja Poensgen, Germany (Apr RSV250), 28 laps; 26. Jeremy McWilliams, Great Britain (Apr RSW250), 7 laps, DNF, crashed; 27. Emilio Alzamora, Spain (Hon RS250), 7 laps, DNF, crashed; 30. Sebastian Porto, Argentina (Yam TZ250), 2 laps, DNF, crashed; 32. Roberto Locatelli, Italy (Apr RSV250), 1 lap, DNF, crashed. Race Distance, 29 laps, 66.748 miles; Race Time, 42 minutes, 37.696 seconds; Race Average Speed, 93.949 mph; Victory Margin, 0.052-second; Fastest Lap, Melandri, 1:27.233, 94.987 mph, Lap 28, new record.

**250cc QUALIFYING:** 1. Harada, 1:26.906, 95.344 mph; 2. Melandri, 1:27.064; 3. Kato, 1:27.374; 4. McWilliams, 1:27.593; 5. Nieto, 1:27.642; 6. Porto, 1:27.868; 7. Rolfo, 1:27.882; 8. DePuniet, 1:27.943; 9. Alzamora, 1:27.982; 10. Debon, 1:28.079; 11. Locatelli, 1:28.215; 12. Hofmann, 1:28.300; 13. Matsudo, 1:28.371; 14. Battaini, 1:28.491; 15. David Checa, Spain (Hon RS250),

1:28.520; 16. David De Gea, Spain (Yam TZ250), 1:29.087; 17. Yuzy, 1:29.185; 18. Luca Boscuro, Italy (Apr RSV250), 1:29.209; 19. Klaus Noehles, Germany (Apr RSW250), 1:29.216; 20. Lanzi, 1:29.274; 33. Poensgen, 1:31.998.

**250cc WORLD CHAMPIONSHIP POINT STANDINGS (After 9 of 16 rounds, all 16 count):** 1. Kato, 181 points; 2. Harada, 137 points; 3. Melandri, 129 points; 4. Rolfo, 104 points; 5. Nieto, 76 points; 6. Alzamora, 75 points; 7. Locatelli, 73 points; 8. McWilliams, 68 points; 9. Matsudo, 53 points; 10. Hofmann, 47 points.

**125cc FINAL (July 22):** 1. Simone Sanna, Italy (Apr RS125R), 41:09.327, 90.600 mph; 2. Toni Elias, Spain (Hon RS125), 41:09.574; 3. Manuel Poggiali, Republic of San Marino (Giler), 41:10.028; 4. Masao Azuma, Japan (Hon RS125), 41:10.061; 5. Lucio Cecchinello, Italy (Apr RS125R), 41:10.697; 6. Jaroslav Hules, Czech Republic (Hon RS125), 41:11.529; 7. Max Sabbatini, Italy (Apr RS125R), 41:11.653; 8. Angel Rodriguez,

Spain (Apr RS125R), 41:15.204; 9. Jakub Smrz, Czech Republic (Hon RS125), 41:15.459; 10. Steve Jenkner, Germany (Apr RS125R), 41:19.398; 11. Daniel Pedrosa, Spain (Hon RS125), 41:32.393; 12. Alex De Angelis, Italy (Hon RS125), 41:32.416; 13. Angel Nieto Jr., Spain (Hon RS125), 41:32.636; 14. Mirko Giansanti, Italy (Hon RS125), 41:37.128; 15. Joan Olive, Spain (Hon RS125), 41:37.392; 16. Stefano Perugini, Italy (Italjet), 41:37.466; 17. Alessandro Brannetti, Italy (Apr RS125R), 41:38.275; 18. Gabor Talmacs, Hungary (Hon RS125), 41:41.644; 19. Youichi Ui, Japan (Derbi), 41:44.970; 20. Eric Bataille, And (Hon RS125), 41:50.305; 30. Arnaud Vincent, France (Hon RS125), 8 laps, DNF, crashed; 31. Gino Borsoi, Italy (Apr RS125R), 6 laps, DNF, retired. Race Distance, 27 laps, 62.145 miles; Race Time, 41 minutes, 9.327 seconds; Race Average Speed, 90.600 mph; Victory Margin, 0.247-second; Fastest Lap, Cecchinello, 1:30.371, 91.688 mph, Lap 4, new record.

**125cc QUALIFYING:** 1. Sabbatini, 1:30.186, 91.877 mph; 2. Sanna, 1:30.217; 3. Cecchinello, 1:30.314; 4. Poggiali, 1:30.504; 5. Elias, 1:30.628; 6. Jenkner, 1:30.636; 7. Borsoi, 1:30.732; 8. Ui, 1:30.775; 9. Noboru Ueda, Japan (TSR-Hon RS125), 1:30.777; 10. Smrz, 1:30.865; 11. Pedrosa, 1:30.884; 12. Azuma, 1:30.890; 13. Pablo Nieto, Spain (Derbi), 1:30.978; 14. A. Nieto, 1:30.982; 15. Rodriguez, 1:31.184; 16. DeAngelis, 1:31.231; 17. Hules, 1:31.331; 18. Marco Petrini, Italy (Hon RS125), 1:31.430; 19. Giansanti, 1:31.433; 20. Gianluigi Scalvini, Italy (Italjet), 1:31.456.

**125cc WORLD CHAMPIONSHIP POINT STANDINGS (After 9 of 16 rounds, all 16 count):** 1. Poggiali, 120 points; 2. Elias, 117 points; 3. Azuma, 98 points; 4. Borsoi, 93 points; 5. Cecchinello, 88 points; 6. Ui, 86 points; 7. TIE, Ueda/Sanna, 76 points; 9. Jenkner, 69 points; 10. Vincent, 63 points.



## Walker Gets Walking Papers

Great British 500cc hope Chris Walker has been sacked by the Shell Advance Honda team. Walker, who

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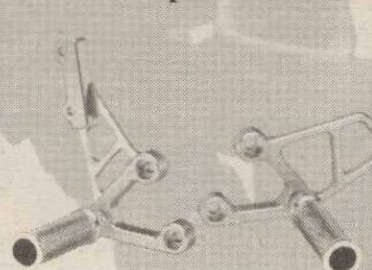


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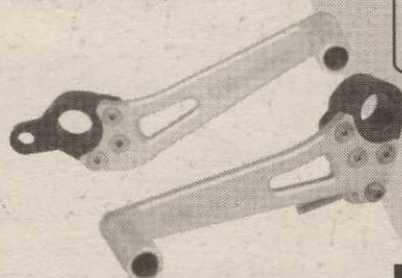
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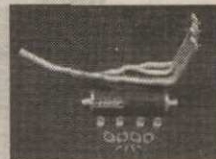


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Chris Walker (8) on his NSR500, leading Tohru Ukawa (11) before getting fired by the Shell team. Photo by Sports Photography.

## German GP Notes

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struggled with results and crashes during the first half of his debut 500cc season, was dumped some days after his home Grand Prix at Donington Park. His team released a statement suggesting that he would only be replaced while he was 'recovering' from his big Assen shunt, but it soon became clear that this was just a smokescreen. Walker was unavailable for comment, having disappeared on holiday.

The move caused a furor in Britain, where Walker has a massive fan base. The former Suzuki Superbike star was tempted into GPs by Dorna, the company that promotes Grand Prix racing, Dorna being desperate to bring big-name British riders into GPs to improve interest in Britain, where World Superbike has enjoyed greater popularity. Indeed, Dorna pays Walker's wages through a company called Grand Prix Bureau, run by Dorna's British agent Martin Wilding. Some British fans were so incensed that they suggested boycotting Shell gasoline stations.

Walker is also getting the sympathy vote from the paddock, most riders and engineers suggesting he's been badly shafted. As Jerry Burgess, Mick Doohan's former engineer said, "If you'd taken Mick's first seven races on a 500, you probably wouldn't have wanted to give him a job. Walker was doing okay, and you have to remember that the pace is a lot faster this year."

Doohan agreed, saying, "I didn't expect them to drop him halfway through the season, the guy was trying his best and at least he was giving it a go, he's a good rider. It's an unfortunate situation, but so far Chris wasn't up to speed on the 500. He knows how to ride a motorcycle but he seemed to struggle on the 500. They're so rigid, you got to be assertive, not aggressive. There's a fine line between the two and Chris was definitely fairly aggressive. That caught him out with a few crashes, and that had a knock-on effect on his confidence. He needed to stop and have a look at what he was doing. It's not easy to change riding styles but that's



Chris Walker in happier days. His sacking created an uproar in Britain. Photo by Sports Photography.

what he needed to do. He'd got into a comfort zone riding Superbikes like he did, and he struggled to shake that off. I believe the team offered him their V-Twins. I would've taken that, he would've had to be more smooth and get himself into more of a 250 style of riding."

The team itself was unrepentant, issuing a terse and unrevealing statement that suggests the matter is going to court. "Chris Walker's non-participation in Germany is now a private matter between the team and Chris Walker," it read. "No further comment will be made."

In the days before Donington, Jeff Hardwick's outfit had been dubbed 'the mean team' by former 500cc World Champion Barry Sheene, who believes the crew's failure to send Walker to some pre-season tests made an already difficult job almost impossible.

Meanwhile, Dorna's Wilding said that he was looking for an alternative ride for Walker. "Chris wants to stay in MotoGP, especially with the prospect of four-stroke GP rides in the future," Wilding said. "Dorna are very disappointed, they had high hopes for him. I feel that his team let go of both barrels of the shotgun a little prematurely."

## More Roster Changes

While Chris Walker's exit from 500s dominated headlines at the Sachsenring, it wasn't the only case of mid-season rider/team hassles. The Pulse 500 team was down to one man, after the squad parted company with Aussie Mark Willis, and the Dark Dog Aprilia 250cc crew was also down to one man,

after splitting with German girl racer Katja Poensgen.

Pulse had been planning a team slim-down for a while and had actually sacked Willis three weeks earlier at Assen, then hurriedly reinstated him when Red Bull Yamaha borrowed Pulse's other rider, Jason Vincent, for the British Grand Prix. With Vincent back on the Pulse in Germany, the crew did away with Willis for good. Currently contesting its first GP season, the Pulse team has struggled to get on the pace and it's largely cash worries that forced the decision to cut one rider and regroup. Now the team will focus its attentions on Vincent, hoping to get two bikes right for him, rather than one bike half-right for both riders.

Willis, who rode for nothing during his half-season stay with the team, is now looking for other rides. "We did no testing before the season, and this, along with some teething mechanical problems hindered me from achieving the goals we set out to achieve," said Willis, who has returned to Australia. "I need to be a part of a stable team so I can get back to being the real Mark Willis."

Poensgen is also on the look-out for a new 250cc ride after cash wrangles split her from her German team.

## Teens Get Breaks

Chris Walker's exit from the Australian-owned Shell Advance Honda team gave two teenagers the biggest breaks of their careers. The team's 18-year-old V-Twin rider Leon Haslam took over his fellow Brit's NSR500 V-4s,



Leon Haslam (9), the surprise beneficiary of a NSR500 Honda V-4 formerly ridden by Chris Walker. Photo by Sports Photography.

while Australia's latest young star, 18-year-old Brendan Clarke, took on Haslam's NSR500Vs.

Brisbane rider Clarke was impressive in his European debut, after getting the call during a math class at college at the start of the week! The youngster, who leads the Australian 250cc Production and 600cc Super-sport series, only arrived in Germany on Thursday but got to work, qualifying 21st, 1.6-seconds slower than former 125cc World Champion and experienced V-Twin rider Haruchika Aoki. In the race Clarke was running just outside the points, chasing fellow Aussie V-Twin rider Anthony West when he fell just before two-thirds distance.

"That was my first race on slicks



Katja Poensgen with her father, Bert, before losing her 250cc ride. Photo by Sports Photography.

and I didn't know what to expect but now I can see why everybody raves about GP bikes, the tires, the speed, it's all pretty awesome," Clarke said. "I feel really good about the race, I didn't get as tired as I thought I would and I was pretty comfortable that I could stick with Westy, unless he had something up his sleeve. The crash is disappointing but I'm really happy to have been given this opportunity and it's been a fantastic experience."

Clarke returned home but was expected to return to Europe for the next Grand Prix at the end of August. Haslam, debuting the V-4 at a tight track probably better suited to the less-powerful but more nimble Twin, qualified 19th and crashed out of the race on the first lap, dislocating a shoulder.

"We treated this race more as a test," said Haslam, the youngest 500cc points scorer in the sport's history. "The critical thing with the V-4 is getting it

set up, it's a lot harder than the Twin, especially on suspension and tire combination. Also, the bike is heavier and it's got another 60 horsepower, so I'm having to adapt my style."

## Doohan Back On A Bike

Mick Doohan was back on a race-track a few weeks before Sachsenring—teaching an Arabian prince to ride around Austria's A-1 Ring. The five-time 500cc World Champion borrowed a couple of Honda CBR600F4i streetbikes for the lesson, his first real go on a track since he retired from racing in 1999. His pupil was Prince Khaled, one of the top five richest men in the world. Amongst his numerous and enormous business interests is the EuroDisney entertainment



complex outside Paris.

"It was fun, but I won't be making a comeback," grinned Aussie Doohan, who will eventually head to the U.S. for more corrective surgery on his right leg. "They're going to fix the ligaments in the knee and sort the toes, which have all curled under."

#### Rossi's Hectic Schedule

World Championship points leader Valentino Rossi didn't join his rivals on



Brendan Clarke, an 18-year-old Aussie plucked out of a math class and dropped into the middle of 500cc Grand Prix, on a Honda NSR500V.  
Photo by Sports Photography.

holiday during GP racing's four-week-end break. Instead, the youngster jetted to Japan for August 5's huge Suzuka 8-Hour race where he partnered World Superbike Champion Colin Edwards on a factory Honda RC51 against an array of rivals including Yamaha's top pairing of Noriyuki Haga and Anthony Gobert. Rossi and Edwards won the race.

#### Biaggi Tests At Brno

World Championship 500cc hopeful Max Biaggi was aiming to help himself gain the upper hand in this year's title battle when he spent three days testing at Brno in late July while rival Valentino Rossi headed east for Suzuka 8-Hour duties.

Brno, venue for the Czech Grand Prix, is one of Marlboro Yamaha's designated test circuits and also Biaggi's favorite; he's been beaten there just once since 1994.

Both Biaggi and teammate Carlos Checa clocked consistently quick lap times aboard their YZR500s during the tests and also rode Yamaha's fast-developing YZR-M1 four-stroke. The Italian was fastest, at 2:01.5, 0.8-second inside the lap record, with Checa 0.7-second slower.

Biaggi, whose German Grand Prix victory brought him within striking distance of series leader Rossi, obviously wanted to focus attention on his YZR500. Winner at Brno last year, the Italian worked hard at adapting his set-up to run Michelin's 16.5-inch rear at the track.

"We ran a 17-inch rear here last year and we knew there'd be some work to do with the 16.5," Biaggi said. "It wasn't easy to start with, but we improved things and now the bike is reacting the way I like it to react. We have set-ups for both tires because I think both have their advantages here, a bit like Mugello, where we raced a 17."

Team Manager Geoff Crust was delighted with Biaggi's progress. "We wanted to get a set-up that would allow him to be consistently fast with the 16.5 and we've done that," Crust said. "Max's best time may not have been as fast as his pole time from last year but he was consistently faster than he's ever been at Brno."

"The difference between here and Mugello is that you don't accelerate though the chicanes at Mugello, whereas you do here. That means you're loading up the tire on some lean angle, and that's why Brno is probably the worst track of all for chatter. We've now got both the 16.5 and 17 options wide open, which means we're going away confident and hopeful that we can have a great weekend when we come back here for the race."

Biaggi rode most of the second day on the four-stroke and was happy with latest improvements to the machine, which will contest next year's new-look World Championship. "The bike is coming on," Biaggi added. "There's more work to do, of course, but Yamaha are making good progress. But my priority number one is the 500. I don't

want to put too much meat on the grill and confuse myself! I want to be totally clear with the 500."

Checa, who followed Biaggi home at the Sachsenring to score the team's second one-two finish of 2001, spent a full day on the M1 and loves the machine. "It feels really good and I like it because it suits my style," said the Spaniard. "I rode a lot of laps on the bike and both the chassis and engine have really improved since I last rode it, especially the chassis. Yamaha are already at a good level with this bike for 2002, but I'm not allowed to say what my lap times were!"

"With the 500, we worked at adjusting the balance to this track because it's quite different from Germany. I can now brake, flick and open the throttle fast, which is the feeling I need from a bike. The great thing is that the 500 now works wherever we go, so I feel I can be fighting for podium finishes at every race from now on. The end of my season isn't going to be like the start!"

Checa's pace convinces Crust that he'll have two men up front during the final phase of the 2001 season. "Brno has been dodgy for Carlos in the past," Crust said. "But the bike's working for him now, he has been doing consistent low 'twos'. I think we can have both men up there when we race here, that's what we need."

After the tests the team took a mid-season break—Biaggi in Florida, Checa in the Pyrenees.

RW

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# Superbike Testing At VIR

By Beth Wyse

A break between races allowed most of the factory AMA Superbike teams to come to Virginia International Raceway for three days of testing in mid-August, in preparation for the Chevy Trucks AMA U.S. Superbike Series finale scheduled for September 27-30 at the newly re-opened track.

The Yamaha, Suzuki and Honda factory teams were running VIR's 2.25-mile North Course, testing both their Superbike and 600cc Supersport machines. Honda had already tested at VIR the week prior, along with HMC Ducati and Kawasaki. In the earlier test, HMC Ducati had brought along Scott Russell, who took to the track for the first time since his crash at the Daytona 200 in March, and it did not take long before Russell was running competitive lap times. Honda is the only team that was present for both rounds of testing.

The first day of testing started out rainy and the riders were only able to complete a few laps. The teams cancelled the testing for the day and waited for sunny skies on the second day. Some of the teams were considering staying an extra day for make up for the rainout.

While Kurtis Roberts and Miguel Duhamel were out testing their F4i Supersport machines and RC51 Superbikes on the second day, Nicky Hayden was wandering the pits in his street clothes. Because of a problem with the Honda crew's flights into Virginia, Hayden's bike was still being put together. Hayden, who was anxious to get back out on the track, had to wait until after



Two-time AMA Superbike Champion Mat Mladin was the fastest man during Superbike tests at Virginia International Raceway, to nobody's surprise. Photo by Bruce Wilkins.

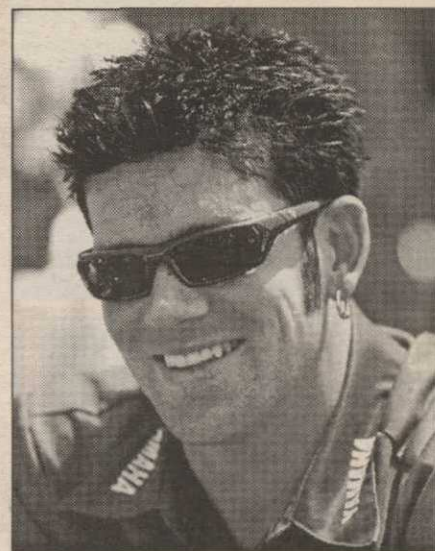
the lunch break before his #69 RC51 was ready.

During the previous week's testing, Hayden had already dropped his lap times into the 1:26 range. He has ridden the track before—in testing in 2000—and is looking forward to the race. "It's a little tight, but it's a good track, fun. I really enjoy it," said Hayden. "Passing is going to be tough, but I don't think it will be any harder here than at Loudon."

Hayden, who won the most recent Superbike race at Brainerd, has a renewed confidence and is optimistic about the remainder of the season.

"The last few weeks have been really fun. The bike is working good. It's a shame we didn't start the season better, but hopefully now we can keep it up."

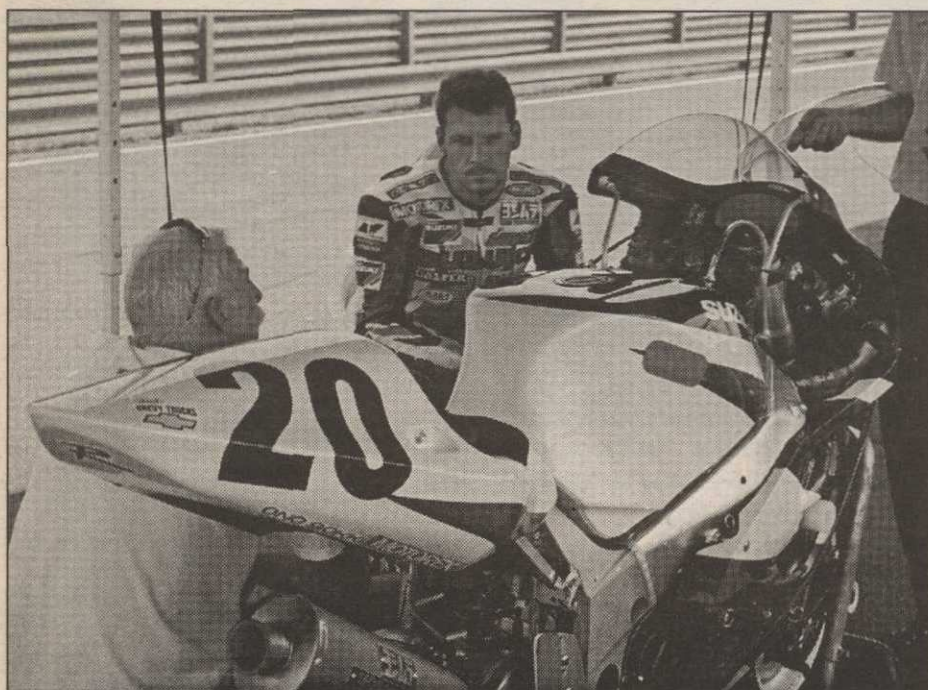
Honda's Miguel Duhamel was prob-



Anthony Gobert, back on his AMA Superbike at VIR after a stint at the Suzuka 8-hours. Photo by Brian J. Nelson.

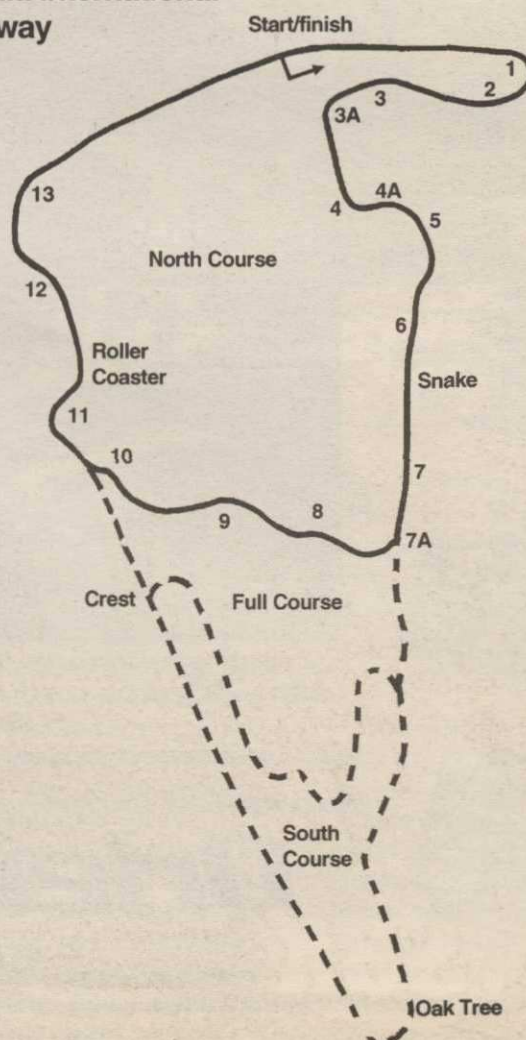
ably the busiest rider of the day, constantly testing his Superbike and 600cc Supersport machines. "You get to try everything (with testing)," said Duhamel of testing various suspension set-ups, tire choices and other set-up factors. "There is stuff you want to try but you don't have time to do during a race weekend. Today was fun, because you get to try them all."

At one point during testing, the riders were allowed to ride VIR's full course, which combines the North Course and South Course into a long, 3.27-mile track. Duhamel had ridden it last season during testing and felt that the full course was more like the tracks he became familiar with in Europe. "I wish we were running the big track. It would be more fun for the riders and for the spectators. We need to get away from the small

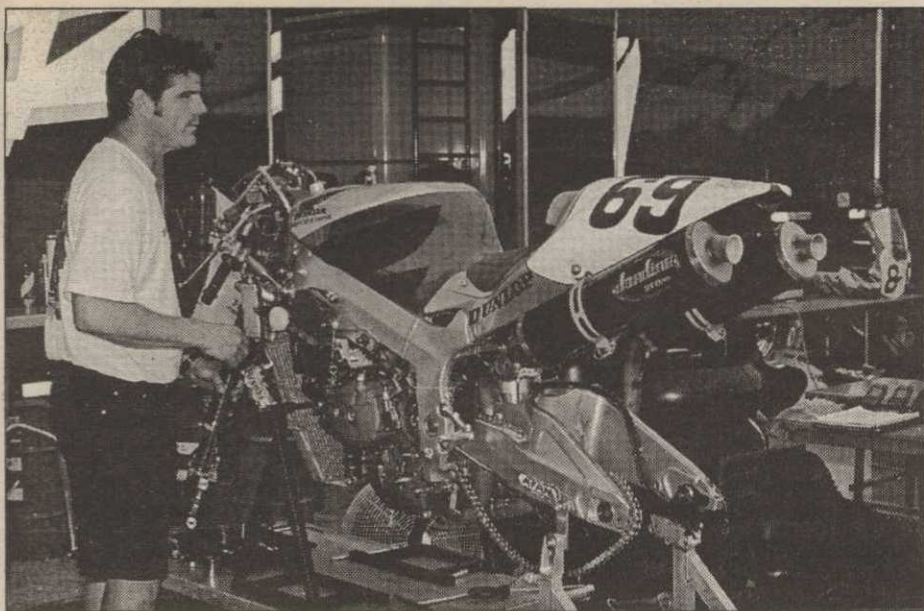


Aaron Yates confers with tuner Vic Fasola at VIR, Yates' first test since breaking an arm at Laguna Seca. Photo by Bruce Wilkins.

## Virginia International Raceway







Mechanic Jefferson Burkes with Nicky Hayden's Honda RC51 Superbike, during testing at VIR. Photo by Bruce Wilkins.

tracks. In America, a lot of riders are born and bred on small tracks from motocross and when you could run a bigger track, they don't feel as comfortable. They talk about chicanes on the straights. Bigger tracks are more fun."

Tommy Hayden and Anthony Gobert were busy testing their Superbike and 600cc Supersport Yamahas. Tommy was confident about the competitiveness of his #22 Yamaha YZF-6R at VIR. "It's hard to say right now (if one bike will have an advantage), it's early. Our bike is going to do pretty well. I think it will be a lot better (in

September)," said Tommy in reference to the intense heat. "There will be a lot more grip when it gets cooler."

Tommy was running 1:28s on his Yamaha. It was his first time testing at VIR.

In the Suzuki pits, Aaron Yates was getting on a bike for the first time since his brutal highside at Laguna Seca. Yates has missed the last two rounds of the Superbike Series due to the injuries he sustained in that accident.

"It feels good," said Yates of his return to the track. "It feels good out there riding. I missed a couple races, but I got right back on and it feels

like normal." When asked if he felt that he was back up to speed despite his injury and long time off the bike, Yates replied that he thought his lap times had not suffered, particularly on the 600.

Yates' #20 GSX-R750 Superbike did not see much track time on the second day of testing. Transmission problems kept the bike in the pits for most of the day as the Yoshimura Suzuki mechanics worked to repair it.

The GSX-R600 that Yates races in the AMA 600 Supersport Series was the focus of the day for Yates, who said that the team was working on the overall set-up of the bike. "We're fine-tuning the injection for the weather here,



Jamie Hacking crashed on the second day of testing at VIR, but was unhurt. Photo by Brian J. Nelson.

working on tires, gearing...We're just getting info so that when the weather changes we'll have an idea of which way to go."

Mat Mladin was busy learning the track since he had never ridden it before. "The track seems pretty good," said Mladin. "Nice and safe. It's a little bit tight on the back, but we do other tracks that are just as tight so it's no big deal. The bikes are fairly even. This track is technical, so a bike that is set up just right will do well."

According to team coach Kevin Schwantz, Mladin was already running 1:27s on his first day of practice at the track, close to the 1:26s turned by the Honda riders. On the third day, Mladin was fastest at 1:26.00.

Mladin is hoping to wrap up his third consecutive AMA Superbike Championship before the last round at VIR, but he is not ruling out the possibility of a points chase that will come down to the final race of the season.

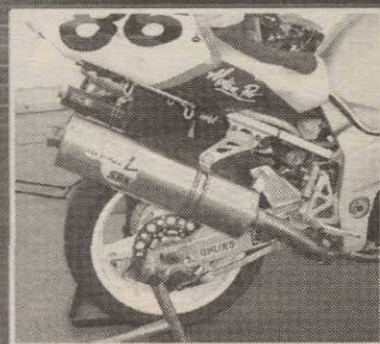
"This race—I hope to come here with the points lead and protect the Championship," explained Mladin. "If I have the Championship wrapped up, then we can come here for a win. We'll see what delivers and do the best we can."

Yoshimura Suzuki's Jamie Hacking crashed in the morning of the second day of practice. He ran off the track in turn three, a fast left-hand turn, and decided it would be better to lay down his bike than to hit the guardrail in front of him. During lunch, VIR staff placed haybales in front of the guardrail in case of future incidents. **RW**

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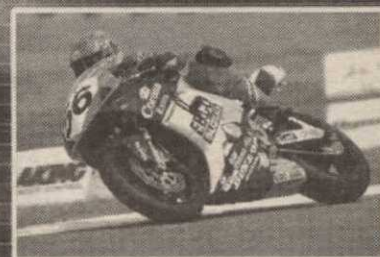
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# Edwards And Rossi Win At Suzuka

By Yoko Togashi

**T**eam Cabin Honda's dream team of Colin Edwards and Valentino Rossi won the Coca-Cola Suzuka 8-hour race, round six of the eight-round FIM Endurance World Championship series, on a Honda RC51 with Michelin tires. The reigning World Superbike Champion, Edwards, and the current MotoGP 500cc points leader, Rossi, gave Honda its fifth consecutive win and set a new Suzuka 8-hour distance record of 217 laps (790.7 miles) despite an appearance by the pace car. Rossi also set a new race lap record of 2:08.855.

The 1999 Suzuka race-winning



Suzuki's Akira Ryo led from the Le Mans-style start at Suzuka on his GSX-R750. Photo by Sports Photography.



Suzuki's Akira Ryo, Yukio Kagayama, and Atsushi Watanabe made up the only three-man team among the front runners. Here, Ryo (7) leads Cabin Honda's Daijiro Katoh (4) and a backmarker through Suzuka's chicane. Photo by Sports Photography.

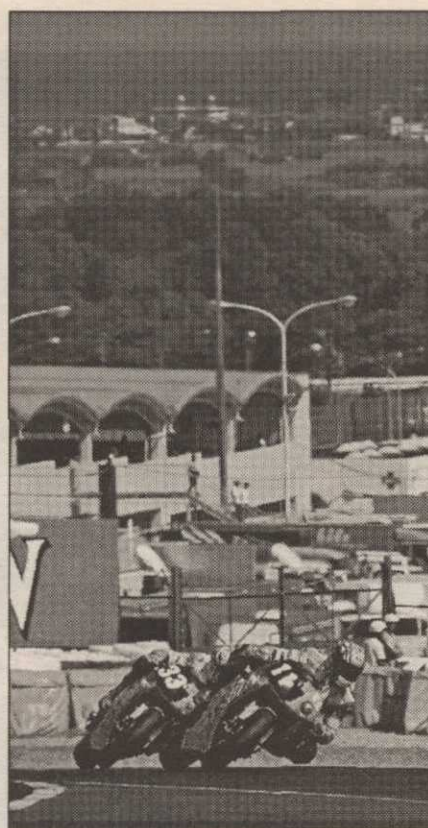
team of Brazilian Grand Prix rider Alex Barros and World Superbike regular Tadayuki Okada finished second, 14.286 seconds behind Rossi/Edwards, giving Cabin Honda and Michelin a 1-2 sweep. The two Cabin Honda teams fought closely on the track throughout much of the race, but two errors by the Barros/Okada squad proved critical in the final outcome.

Japanese National stars Akira Ryo, Yukio Kagayama and Atsushi Watanabe piloted Suzuki's only factory entry to third after earning the pole position on a Dunlop-shod Suzuki GSX-R750. Ryo finished second in last year's race.

The Suzuki team was one of the only top efforts to take advantage of a new rule, announced on July 12—just a few weeks before the event—allow-

ing the use of three riders during the course of the race. In the past, only two riders rode in the race while a third served as a reserve rider. While it would seem that a third rider would increase performance by decreasing rider fatigue, most teams felt that finding a compromise set-up for three different riders would be too difficult.

Rossi, in only his second race outing on a Superbike, was fastest in Friday's free practice at Suzuka with a best time of 2:07.349, while Edwards' best time—in heavy traffic—was 2:08.689. Makoto Tamada, the winner of both World Superbike races at Sugo earlier this season, was the second-fastest rider in practice at 2:07.597, but Tamada was still relegated to reserve rider status even though he was faster in practice than both of his teammates,

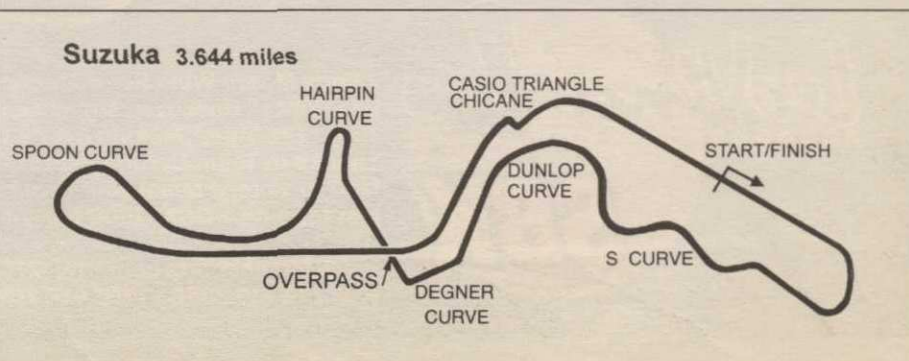


Some of the closest on-track action at Suzuka was provided by Colin Edwards (11) and Alex Barros (33) during their second shifts. Photo by Sports Photography.

Tohru Ukawa (2:07.894) and Daijiro Katoh (2:07.946). (Katoh and Ukawa won the 2000 Suzuka race together). Tamada, Katoh, and Ukawa did combine for the fastest average time by a team at 2:07.812 on their Cabin Honda RC51 and Dunlop tires. Other fast riders in Friday practice included Suzuki's Ryo at 2:07.783; Honda's Okada at 2:07.910; and Suzuki's Kagayama at 2:07.983.

In qualifying, Ukawa and Katoh posted an average time of 2:07.812 to earn the provisional pole ahead of Rossi/Edwards at 2:08.240, Ryo/Kagayama/Watanabe at 2:08.335, Okada/Barros at 2:08.353, Kawasaki's Akira Yanagawa and Hitoyasu Izutsu at 2:08.512, Honda-mounted Yuichi Takeda and Tatsuya Yamaguchi at 2:08.640, and Yamaha's wild child dream team of Noriyuki Haga and Anthony Gobert at 2:09.106. Haga and Gobert's YZF-R7 looked down on top speed and the trap speeds proved it, showing Gobert (the faster of the two) 18th-fastest at 166.9 mph, some eight mph slower than the Okada/Barros Honda and even slower than several Suzuki GSX-R1000 Formula Xtreme machines, including 10th-fastest Michael Barnes on a Hooters Suzuki GSX-R1000 at 169.0 mph.

Following a 20-minute warm-up







Colin Edwards (11) earned the honor of taking the victory lap for Cabin Honda. Edwards' teammate Valentino Rossi became the first Italian to win the race while Edwards became one of only a few Americans to win more than once. Photo by Shigeo Kibiki.

session in which several top riders crashed—including Rossi and Barros—the final grid was set by the top 20 qualifiers going to a Superpole-like Special Stage. In the Special Stage, the two best riders from each of the top 20 teams were given the opportunity to turn one fast lap and not have it averaged with their teammate(s). Under these conditions, Suzuki's Ryo earned the pole position with a 2:08.093 to better Rossi's 2:08.146, Katoh's 2:08.287, Yanagawa's 2:08.305, Okada's 2:08.385, and Haga's sixth-

best 2:09.010.

"Special Stage is only a show," said Ryo. "I wanted to do 2:07.7 but the temperature was high. Still I'm happy because we can start from the top. I want to win the race tomorrow with Kagayama and Watanabe."

"Pole position would have been great, but because I had a silly crash this morning, I did not go as hard as maybe I could have," said 22-year-old Rossi of his crash during the Special Stage warm-up session. In that incident immediately preceding the

Special Stage, the Italian star attempted to adjust his brakes on the fly down the front straightaway, only to find that he had no brakes at the end, crashing unhurt outside of turn one. Rossi later learned that the brake adjusters for Honda's Grand Prix machines and Superbikes turn in reverse directions.

"It is disappointing to set a 2:07.3 in regular qualifying and then get a 2:08.1 in the attack stage. But second place is perfect for us, the race is not decided in practice and the race is eight

hours long," Rossi said.

"Colin (Edwards) is also having a good feeling and the machine is fine, so we are looking forward to tomorrow's race. All we have to do is not crash like last year. Tomorrow, I take the start. It's a first experience for me and I'm looking forward to it. I'm quite good at running, you know!"

At 11:30 a.m. local time, the teams' lead riders ran across the track in a

.....  
continued on page 28



Americans Michael Barnes and Mike Cicotto joined Japanese rider Kyoichi Kosaka on a Hooters Suzuki GSX-R1000 sponsored by exhaust maker Ti-Force. Cicotto rode in practice but was unable to race due to broken bones in his right hand—suffered in a crash before the Suzuka event. Barnes crashed during the race, dropping Hooters Suzuki from 19th overall in the second hour to an eventual 39th-place finish. Photo by Shigeo Kibiki.

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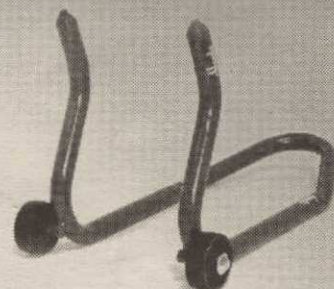


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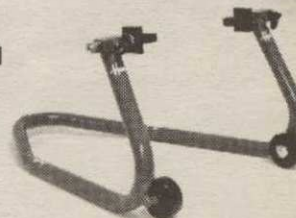


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## Suzuka 8-Hours

continued from page 27

traditional Le Mans-style start with Suzuki's Ryo taking the lead into turn one. Rossi and Yanagawa passed Ryo on lap two just before Katoh and Okada joined in to make it a five-way battle at the front. The leaders spaced out slightly as they began encountering back-markers on lap four. On lap 21, Yanagawa crashed his Kawasaki by hitting a slower rider from behind. Yanagawa and teammate Izutsu would crash a total of three times before eventually being credited with 21st, 16 laps down to the leaders. Also on lap 21, the Suzuki GSX-R1000 of reigning Endurance World Champions Whirley Phase One crashed out of the race.

After 24 laps and 52 minutes, Rossi pitted and handed the leading bike to Edwards. Edwards held a one-second advantage over Kagayama until the Suzuki rider ran off the track in the Spoon Curve while trying to stay with Edwards. Edwards was then caught and followed closely by the Barros/Okada machine in the second hour.

The three Cabin Hondas would remain close together through the middle of the race. Ukawa/Katoh actually led many of the official hourly standings but this was because the 2000 Suzuka race winners were running longer on their fuel and staying on the track as the hour marks passed. After each round of pit stops were complete, Rossi/Edwards would be in front.

The best action of the race came in the fourth hour during the second Edwards/Barros duel. Both former Suzuka 8-hour winners, Edwards and Barros diced back-and-forth, nose-to-tail running 2:09 laps through back-



Cabin Honda's Valentino Rossi, the current MotoGP 500cc Grand Prix points leader, and Colin Edwards, the reigning Superbike World Champion, celebrate Honda's fifth-straight Suzuka 8-hour victory and two new records for the event; most laps completed and fastest race lap. Photo by Shigeo Kibiki.



Hooters Suzuki imported two Hooters girls from America for umbrella/PR duty at Suzuka. Photo by Shigeo Kibiki.

tually finished 39th.

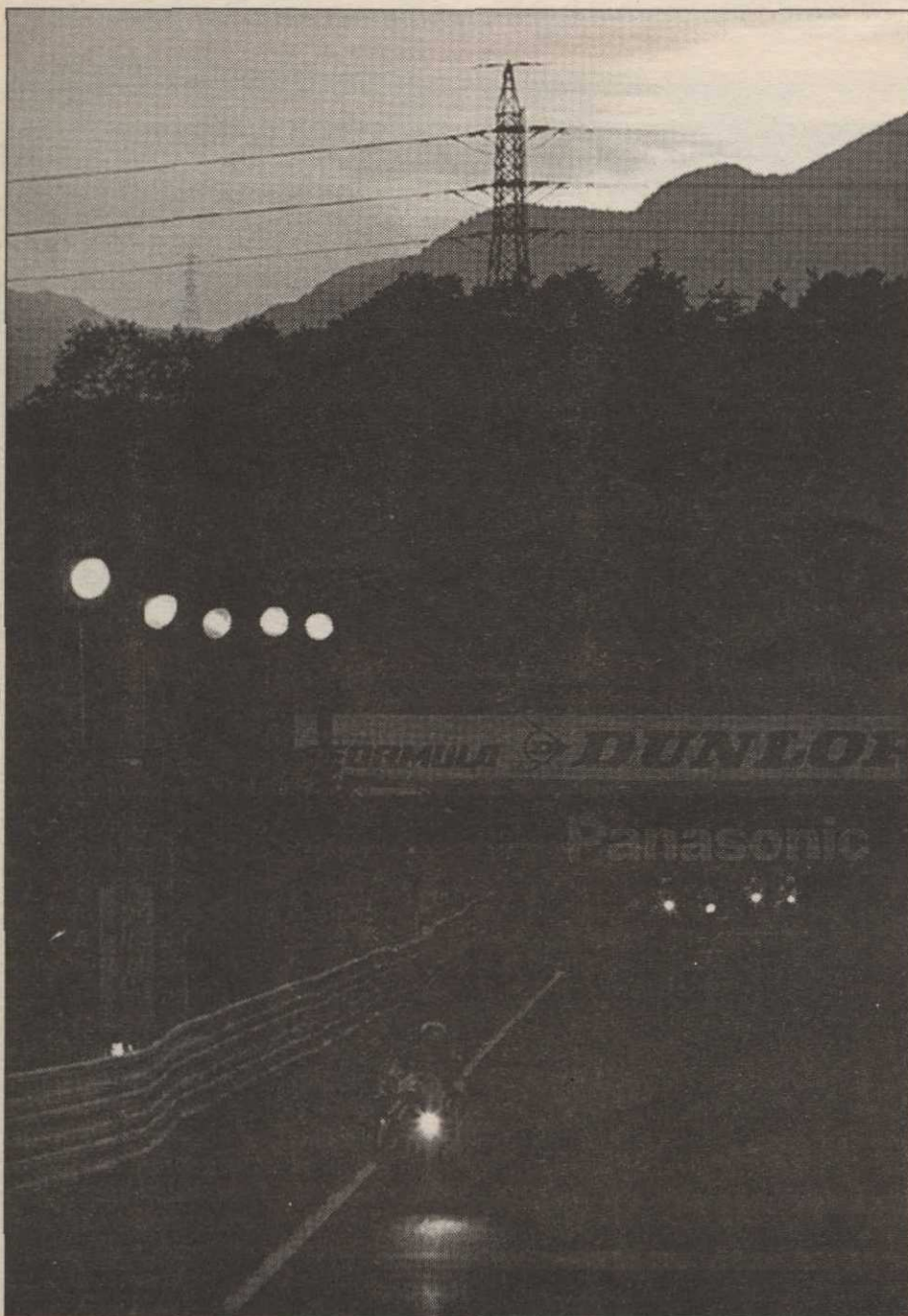
Then at 5:42 on the race clock, a privateer Kawasaki crashed at the entrance to the Dunlop Curve. The crashed bike lay burning on the racing line, forcing the pace car to come on track while the situation was cleaned up. The incident allowed Okada/Barros and Ryo/Kagayama/Watanabe to make up the time they had lost earlier to Rossi/Edwards.

"I was really angry when the pace car came in and closed the gap between me and Barros," Edwards later said. The three Cabin Hondas and the lone Suzuki entry were again bunched closely together again on the track.

Once the track went green, Rossi put his head down and turned the fastest lap of the race (2:08.855) for a new Suzuka race lap record. Rossi then continued his aggressive riding in his final shift before pitting and handing a nearly-10-second lead to Edwards. Okada then pitted to hand off to Barros, but Barros was in too much of a hurry and started his RC51 before the rear wheel change was complete causing a problem with the rear axle. The mistake stretched the final pit stop to over 40 seconds, giving Edwards



Cabin Honda's Valentino Rossi (11) became the first Italian to win the Suzuka 8-hour in the race's 24-year history. Photo by Sports Photography.



After a last-pit-stop problem delayed Alex Barros' departure from the pits, Colin Edwards (11, foreground) had a one-minute advantage at the start of his last shift. Photo by Shigeo Kibiki.

markers for nearly the entire shift. The action only stopped when Edwards pitted on lap 101. "I enjoyed it a lot, it was fun" said Edwards when he returned to the pits.

Rossi and Okada picked up the battle right where their teammates had left off. Unfortunately on lap 117, Okada tucked the front going into the chicane. Rossi had to take to the grass to avoid hitting Okada before continuing. Okada's Honda was only scratched and the former Grand Prix rider picked up the RC51 and continued, losing just 15 seconds to Rossi in the process.

For the next 90 minutes, the order remained constant with Rossi/Edwards leading Okada/Barros, Ukawa/Katoh and the Suzuki of Ryo/Kagayama/Watanabe, with Haga/Gobert one lap down in fifth. By this time, the Kawasaki entry of Tamaki Serizawa/Gregorio Lavilla was done, after Lavilla high-sided the ZX-7RR while trying to overtake a slower rider on the outside of the Spoon Curve on lap 82.

Hooters Suzuki was down but not out after Barnes crashed in the second hour. Barnes and teammate Kyoichi Kosaka (Mike Ciccotto, who arrived in Japan with broken bones in his right hand, had decided not to ride) even-

nearly a full-minute advantage. Barros rode very hard at the end but came up 14.286 seconds short after eight hours.

"I must say sorry to Alex because I crashed at the chicane," Okada said after the race. "I wasn't pushing so hard then but the front end suddenly tucked. There was no machine damage but I had a bitter feeling. You must win for the 8-hours race. I will make a revenge next year."

"Okada feels sorry about his crash but the pit stop mistake I made was a bigger problem," said Barros. "However, I never gave up till the end. I tried my best to reduce the difference from over one minute to merely 14 seconds."

"I am the first Italian rider to win the Suzuka 8-hours race so I am very happy," said Rossi. "When Okada crashed in front of me, I was a bit surprised because I could only see his machine. I thought we could win easily then, but #33 (Okada/Barros) caught up again when the pace car came onto the track. So during my last run, I was determined to get some advantages and hand the machine to Colin. Last year, I was disappointed so I am really happy to win the race today. This race was really important for





Yamaha fielded the team of former Suzuka race winner Noriyuki Haga and Australian Anthony Gobert, pictured here leaving the pits as Yamaha's U.S. Race Team Manager Tom Halverson looks on. The team's YZF-R7 was lacking on top speed, down eight mph compared to the fastest Honda, and Haga reportedly did not like Gobert's set-up. Photo by Sports Photography.

me. To race and win an event like this is very exciting. When I asked Honda if I could do this race last year they said I should do it for two years because it is such a difficult race to win at your

first attempt. That's the way it turned out but I had a stupid crash while leading. So to win it this year, after such disappointment in 2000, is fantastic. Thanks to everyone and especially Colin."

"I had the best teammate this year," said reigning Superbike World Champion Edwards. "When I was racing with Alex Barros, I enjoyed it very much. Then I was angry when the pace car reduced the gap between me and Barros. But Valentino was riding superbly soon after that and I was confident of winning then. Valentino is a really splendid rider. I have been on the podium many times in the past but being on the top is something special." The win marked Edwards' second Suzuka 8-hour victory. His first came in 1996 on board a Yamaha with Haga as his teammate, and was the last time a Honda hasn't won the race.

The factory Suzuki GSX-R750 caught the Cabin Honda of Ukawa/Katoh thanks to the pace car and passed the Honda team late in the race earning Ryo, Kagayama and Watanabe the last spot on the podium, 73 seconds behind the winners.

Ukawa/Katoh placed fourth. "I wanted to pass back the #7 (Suzuki)," Ukawa told reporters through interpreters. "I couldn't ride faster during the first hours and I must apologize Daijiro for that. When the race was neutralized, I thought I might catch up the leader, but instead, the pace car came in front of me."

Haga and Gobert's chances ended when their YZF-R7 threw its chain less

than 30 minutes from the end. Although Haga/Gobert completed 204 laps, the 15th most laps completed, they were listed as "Not Classified" because they weren't running at the end.

Fifth place went to the Formula Xtreme class winners Keiichi Kitagawa and Toshiyuki Arakaki on a Suzuki GSX-R1000. With ninth place overall and the SportProduction class win, Suzuki GSX-R1000-mounted Zongshen (Stephane Mertens/Warwick Nowland) claimed the best finish for a team that competes in the entire World Endurance Series. **RW**

#### RESULTS

1. Valentino Rossi (Italy)/ Colin Edwards (USA), Hon RC51, 217 laps, 790.68 miles, New Record, 98.52 mph, 8:01.30.173; 2. Tadayuki Okada (Japan)/ Alex Barros (Brazil), Hon RC51, 217 laps, 790.68 miles; 3. Akira Ryo (Japan)/ Yukio Kagayama (Japan)/ Atsushi Watanabe (Japan), Suz GSX-R750, 217 laps, 790.68 miles; 4. Tohru Ukawa (Japan)/ Daijiro Katoh (Japan), Hon RC51, 217 laps, 790.68 miles; 5. Keiichi Kitagawa (Japan)/ Toshiyuki Arakaki (Japan), Suz GSX-R1000, 213 laps, 776.11 miles; 6. Yuichi Takeda (Japan)/ Tatsuya Yamaguchi (Japan), Hon RC51, 212 laps, 772.46 miles; 7. Norihiko Fujiwara (Japan)/ Noriyasu Numata (Japan), Yam YZF-R7, 211 laps, 768.82 miles; 8. Daisaku Sakai (Japan)/ Hiroki Noda (Japan), Hon RC51, 209 laps, 761.53 miles; 9. Stephane Mertens (Belgium)/ Warwick Nowland (Australia), Suz GSX-R1000, 208 laps, 757.89 miles; 10. Hideo Senmyo (Japan)/ Ken'ichiro Nakamura (Japan), Hon RC51, 208 laps, 757.89 miles; 11. Yoshinobu Takahashi (Japan)/ Naomichi Nakai (Japan), Kaw ZX-9R, 206 laps, 750.60 miles; 12. Mitsuo Saito (Japan)/ Takahiro Fukami (Japan), Yam YZF-R7, 206 laps, 750.60 miles; 13. Haruchika Aoki (Japan)/ Jun Maeda (Japan), Hon CBR900RR, 205 laps, 746.96 miles; 14. Katsunori Hasegawa (Japan)/ Hiroshi Maruyama (Japan), Hon RC51, 205 laps, 746.96 miles; 15. Shigeru Yamashita (Japan)/ Hideto Hotta (Japan), Kaw ZX-12R, 203 laps, 739.67 miles; 16. Takaharu Kishida (Japan)/ Gwen Giabbani (France), Kaw ZX-9R, 203 laps, 739.67 miles; 17. Naoki Yamato (Japan)/ Masaaki Kotera (Japan), Kaw ZX-9R, 202 laps, 736.02 miles; 18. Hiroyuki Fujita (Japan)/ Yoshihiro Hamaguchi (Japan), Yam YZF-R1, 202 laps, 736.02 miles;

19. Osamu Nishijima (Japan)/ Ryuji Tsuruta (Japan), Kaw ZX-7RR, 202 laps, 736.02 miles; 20. Wataru Yoshikawa (Japan)/ Naoki Matsudo (Japan), Yam YZF-R7, 201 laps, 732.38 miles; 21. Akira Yanagawa (Japan)/ Hitoyasu Izutsu (Japan), 201 laps, 732.38 miles; 27. Benjamin Pister (Belgium)/ Danny Schildermans (Belgium), Apr RSV1000R, 198 laps, 721.45 miles; 39. Michael Barnes (USA)/ Kyoichi Kosaka (Japan), Suz GSX-R1000, 190 laps, 692.30 miles; 41. Tatsuya Komatsu (Japan)/ Sadahito Suma (Japan), Hon CBR600F4i, 189 laps, 688.66 miles; DNF, Noriyuki Haga (Japan)/ Anthony Gobert (Australia), Yam YZF-R7, 204 laps, 743.31 miles; DNF, Tamaki Serizawa (Japan)/ Gregorio Lavilla (Spain), Kaw ZX-7RR, 81 laps, 295.14 miles; DNF, Igor Jerman (Slovakia)/ Tony Rees (New Zealand), Suz GSX-R1000, 20 laps, 72.87 miles; Fastest Lap, Valentino Rossi, 2:08.855 Lap 167, 101.71 mph, New Record.

**SUZUKA QUALIFYING** (times are averages of each rider's best times): 1. Ukawa/Katoh/Makato Tamada (Japan), 2:07.812, 102.64 mph; 2. Rossi/Edwards/Shinichi Itoh (Japan), 2:08.240; 3. Ryo/Kagayama/Watanabe, 2:08.335; 4. Okada/Barros/Manabu Kamada (Japan), 2:08.353; 5. Yanagawa/Izutsu, 2:08.512; 6. Takeda/Yamaguchi, 2:08.640; 7. Haga/Gobert, 2:09.106; 8. Serizawa/Lavilla/Iain MacPherson (GBR), 2:09.239; 9. Yoshikawa/Matsudo/T. Honma (Japan), 2:09.626; 10. Osamu Deguchi (Japan)/Shawn Giles (Australia)/Hiroaki Kawase (Japan), Suz GSX-R1000, 2:10.211; 11. Kitagawa/Arakaki/T. Toda (Japan), 2:10.416; 12. Nishijima/Tsuruta/S. Imai (Japan), 2:10.732; 13. Sakai/Noda, 2:11.239; 14. Hasegawa/Maruyama, 2:11.291; 15. Fujiwara/Numata/O. Miyazaki (Japan), 2:11.448; 16. Toshiyuki Hamaguchi (Japan)/ M. Inagaki (Japan), Moriwaki Honda, 2:11.496; 17. Mertens/Nowland, 2:11.800; 18. Shin'ichi Nakatomi (Japan)/Ryuichi Kiyonari (Japan), TSR-Honda AC91M, 2:11.810; 19. Yoshiteru Konishi (Japan)/Tekkyu Kayou (Japan), TSR-Honda AC91M, 2:12.010; 20. Masao Okuno (Japan)/Hiroki Kobayashi (Japan), Suz GSX-R750, 2:12.674; 30. Barnes/Kosaka, 2:14.276.

**SUZUKA SPECIAL STAGE QUALIFYING** (rider with the fastest time listed first): 1. Ryo/Kagayama, 2:08.093, 102.35 mph; 2. Rossi/Edwards, 2:08.146; 3. Katoh/Ukawa, 2:08.287; 4. Izutsu/Yanagawa, 2:08.305; 5. Okada/Barros, 2:08.385; 6. Haga/Gobert, 2:09.010; 7. Yoshikawa/Matsudo, 2:09.045; 8. Kitagawa/Arakaki, 2:09.149; 9. Takeda/Yamaguchi, 2:09.163; 10. Nishijima/Tsuruta, 2:09.601; 11. Serizawa/Lavilla, 2:09.633; 12. Deguchi/Giles, 2:09.803; 13. Kayou/Konishi, 2:11.578; 14. Fujiwara/Numata, 2:11.809; 15. Nakatomi/Kiyonari, 2:11.807; 16. Maruyama/Hasegawa, 2:12.318; 17. Sakai/Noda, 2:12.338; 18. Mertens/Nowland, 2:12.676; 19. Kobayashi/Okuno, 2:13.892; 20. Inagaki/Hamaguchi, no time set.

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# Nobles Wins, Estok Breaks, And Montano Stretches Points Lead At Summit Point

By Jamie Guffey

Tripp Nobles won the AMA Buell Pro Thunder race held in conjunction with a round of the WERA National Challenge Series at Summit Point Raceway. It was the second time in the 2001 season that the AMA class has run at a WERA event.

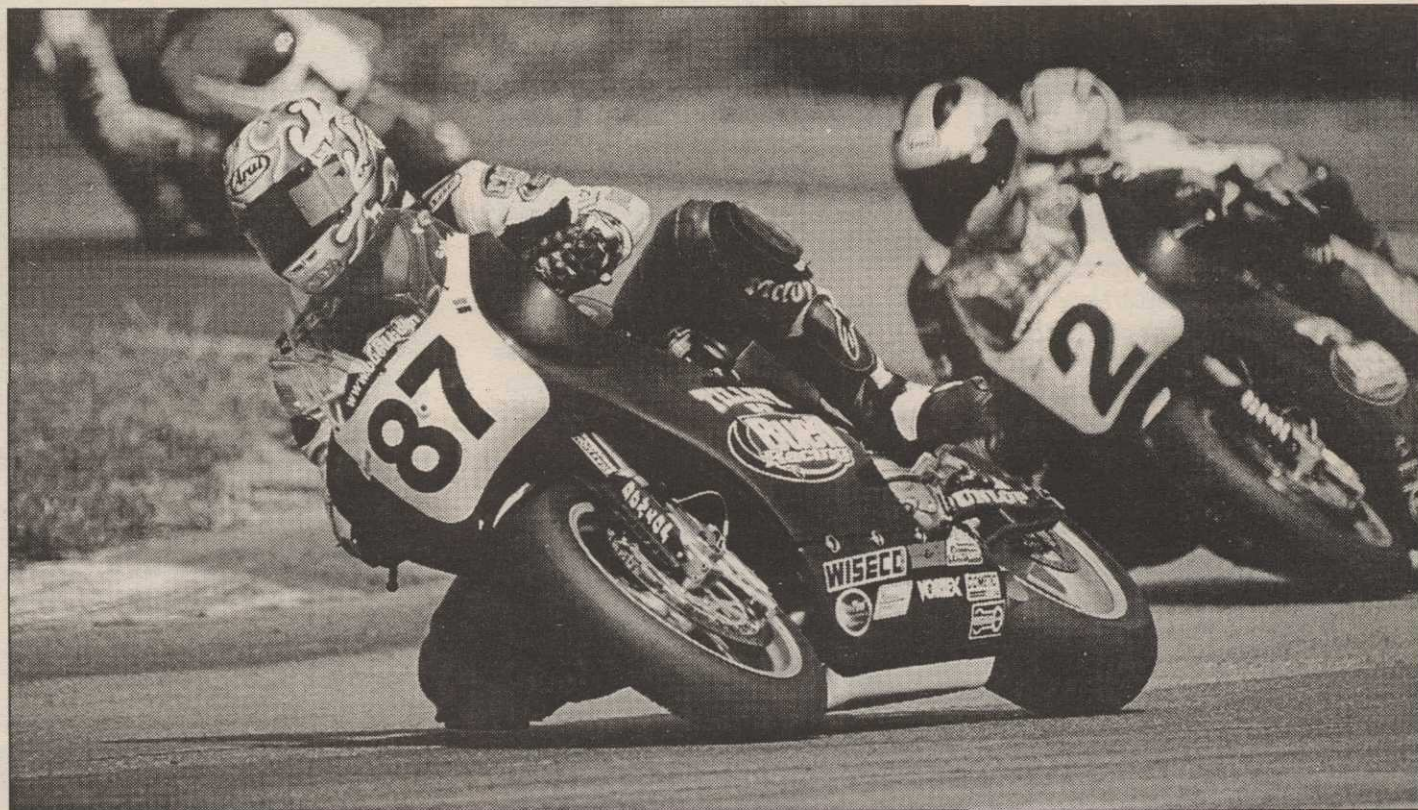
Tom Montano brought a 30-point lead to Summit Point while closest points rival Mike Ciccotto skipped Summit Point and was in Japan with Hooters Suzuki for the Suzuka 8-hour endurance race. Other series regulars did show up, including third-in-points Jeff Nash and Tilley Harley Davidson/Buell teammates Dave Estok and Tripp Nobles.

From the first practice session on Friday morning it was obvious that this round would be one of the closest of the season. Montano, Nash, Nobles and Estok all ran times within tenths-of-a-second of each other. The tight time spread carried over through Saturday's practice and into Sunday's Qualifying session.

Qualifying began with the top four taking a few hot laps to feel out their equipment. Buell teammates Estok and Nobles used each other to draft down Summit Point's long front straight, attempting to garner any advantage possible. Nobles was fastest early in the session with Montano, Estok and Nash all within striking distance. At the halfway point in the 20-minute qualifying session the top four pitted to make last-minute suspension changes and get new rubber. With time for a couple of hot laps, the riders returned to the track to set the final grid. Nash and Nobles were paired up this time with Montano fighting to get through traffic. As Nobles and Nash inched their lap times down near the 1:17-flat mark Montano finally found the clear lap he was looking for and made his run to catch the lead duo. Montano set the fastest lap of the qualifying session as the session ended, lapping at 1:16.943. "We made a couple of changes there about the halfway point of the session" said Montano. "When I went back out I was stuck in some lappers. Finally I got a couple of clean laps. Then right there at the end I saw Tripp and Jeff and I just put my head down and tried my best to catch them and it got me into the 1:16s."

Montano's time was good enough for the pole, besting Nobles' time of 1:17.008. Nash was third-fastest at 1:17.146. Estok, who said he was battling an electrical problem, was fourth-fastest at 1:17.629.

When the race started, Estok, Nobles and Montano made a break from fourth-place Nash. "I got a terrible start" Nash explained. "They got a gap on me. The pace at the beginning of the race was hot and I had to push hard to catch them." Estok and Nobles took turns leading the first seven laps of the race, and the teammates



Tripp Nobles (87), Dave Estok (2), and Tom Montano (behind Estok) battled for the lead in the AMA Buell Pro Thunder race at Summit Point, allowing Jeff Nash (1) to catch up from a bad start. Photo by Jamie Guffey/Artistic Intensity Photography.

had a plan. "My first priority was to help my teammate," Nobles said. "Dave's battling for a Championship and I wanted to help him any way I could. He was leading and I wanted to see if I couldn't help him get away. I took the lead and tried to make a break."

But Montano was up to the challenge, and was never out of the lead duo's tire tracks. "I followed them around for a while, the pace was fast so I knew I wasn't going to be able to get away. I was just waiting for them to make a mistake," Montano said.

As the halfway flags came out Montano passed Estok, moved into second and began to pressure Nobles. One lap later he made his move on Nobles. "I passed him going up the hill into three. My bike was a little bit faster than his so I put my head down and tried to go," Montano said. With the lead trio battling, Nash caught up, and then Estok suffered an electrical problem and retired on lap 10, making Nash third.

Montano and Nobles continued their battle with Nash pressuring. "When I came around and saw Dave in the grass I knew I had to go for it," said Nobles. "This team worked real hard all weekend. I suffered mechanical problems with the A bike so we were forced to go with the back-up bike. This bike doesn't have the steam that the other one does."

Nobles made the pass on lap 13 and held off Montano for the final three laps to take his first victory of the 2001 season.

Montano explained, "When he got back by me I started looking for the

place I was going to make the pass. Tripp ran such a great race, the only way I could have got by was to lean on him a little. If it was anyone else I think I would have leaned on them. But Tripp deserves this, he ran a great race."

Montano's second place stretched his points lead over Nash and Ciccotto, while Nash's third moved him into second place in the points. Fourth place went to Bryan Bemisderfer on a Buell with Michael Dube rounding out the top five on a Ducati 748.

**RW**

## RESULTS

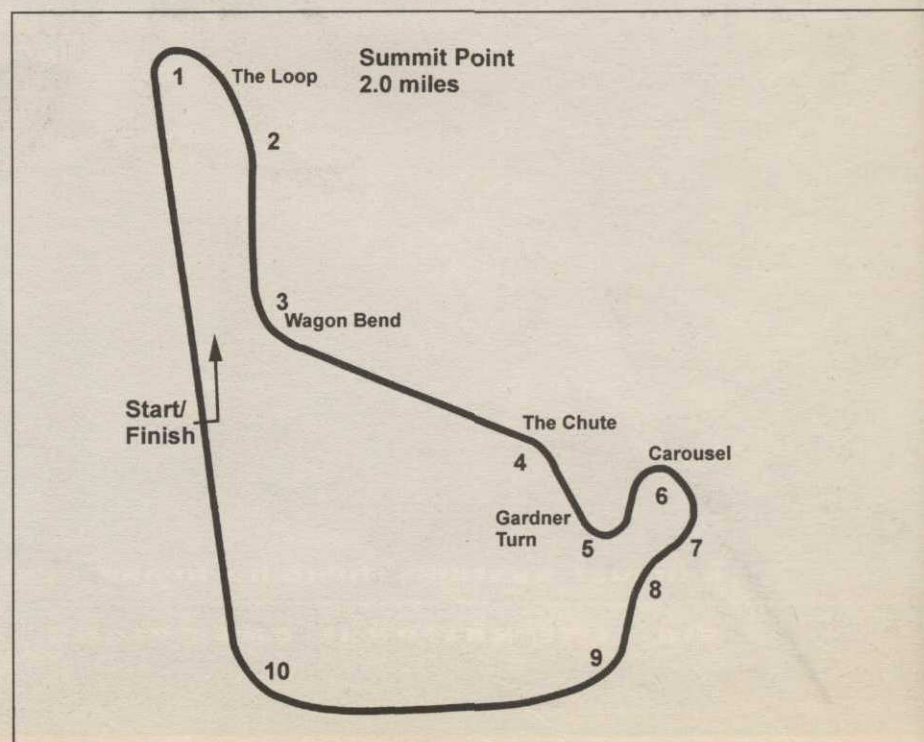
**AMA/WERA BUELL PRO THUNDER:** 1. Tripp Nobles (Buell 1200); 2. Thomas Montano (Ducati 748); 3. Jeffrey Nash

(Ducati 748); 4. Bryan Bemisderfer (Buell 1200); 5. Michael Dube (Ducati 748); 6. Steve Clark (Suz SV650), 13 laps; 7. Richard Yersak (Suz SV650), 13 laps; 8. Dave Estok (Buell 1200), 10 laps, DNF, mechanical; 9. James Lee (Ducati 748), 9 laps, DNF, crash; 10. Mike Kyrnock (Ducati 748), 8 laps, DNF; 11. Jerry Casciero (Buell 1200), 0 laps, DNF; Race Distance, 14 laps, 28 miles; Race Time, 20 minutes, 38.953 seconds; Race Average Speed, 81.395 mph; Victory Margin, 0.88 second; Winner's Average Lap Time, 1:28.496

## AMA/WERA BUELL PRO THUNDER QUALIFYING:

1. Montano, 1:16.943, 93.576 mph; 2. Nobles, 1:17.008; 3. Nash, 1:17.146; 4. Estok, 1:17.629; 5. Dube, 1:20.791; 6. Bemisderfer, 1:20.799; 7. Kyrnock, 1:22.614; 8. Clark, 1:23.889; 9. Yersak, 1:25.160; 10. Casciero, 1:28.694; 11. Lee, 1:32.481.

**AMA/WERA BUELL PRO THUNDER POINT STANDINGS (After 7 of 11 rounds, best 9 count):** 1. Montano, 217 points; 2. Nash, 182 points; 3. Estok, 158 points; 4. Ciccotto, 154 points; 5. Nobles, 114 points; 6. Kyrnock, 108 points.





## Graves Wins Everything

By David Swarts

Graves Motorsports' Chuck Graves returned to his home track of Willow Springs International Raceway and won each of the six Willow Springs Motorcycle Club (WSMC) races he entered, including the premier Toyota Cup Formula One Unlimited Grand Prix, on his Dunlop-equipped Yamahas.

Ken Chase, Vincent Haskovec, WSMC Operations Manager Kenny Kopecky, Jacob West, Andre Castanos and Bryan Kovarick also collected wins during the hot race weekend in the Mojave Desert.

A small mid-season break in the AMA National racing schedule allowed Graves Motorsports Yamaha team owner Graves the opportunity to come out and have some fun of his own, after not racing for the last several months while attending to his team's and shop's business. Once on the track, Graves didn't waste a single moment. Graves started the weekend by winning the Solo GTO race on his Yamaha YZF-R1/R7 hybrid Saturday, on probably the hottest race day of the 2001 WSMC season, with ambient temperatures reaching 107 degrees F. On Sunday, Graves picked right up where he left off by winning 600cc Superstock, Graves Motorsports 650cc Superbike, and Hyperclub/WSMC Formula Two on Damon Buckmaster's YZF-R6. Graves used his own personal YZF-R1/R7 hybrid Superbike to score victories in Performance Machine Open Superbike and the Toyota Cup Formula One Unlimited Grand Prix.

In the Formula One race, Graves got a small advantage before the riders even took to the grid. Chase, Haskovec and Kovarick were forced to start at the back of the grid for missing all or part of the Sunday-morning rider's meeting. When the green flag waved, Graves grabbed the holeshot, pulled way with a 1:22.83 on lap

two (the fastest lap of the weekend), and steadily added to his lead to win the 12-lap race by eight seconds. "It's been fun to come out here and race with the guys. I've missed it," said Graves. "I've got some new parts in my bike that I'm trying out. I'm not doing R&D. My guys (Damon Buckmaster and Aaron Gobert) do that. I'm just trying to build something cool for myself."

Lee's Cycles' Jeremy Toye challenged Graves into turn one, fended off Kovarick in the first few laps, and took a lonely second on a Yamaha YZF-R1 Superbike. "I'm still getting used to riding the R1," Toye said from the podium. White Tip Racing's Chase came from behind to take third. Chase made a bold move to pass Haskovec under braking for turn one on lap four, then spent the next several laps reeling in Kovarick. After several laps of following Kovarick closely, Chase out-braked Kovarick into turn three on lap 11 of 12 to finish third. Chase later said that he waited to make the pass on Kovarick because Chase was getting a vibration from his rear tire. Chase started the feature race on a used Dunlop D208 DOT-labeled rear, and the tire developed a blister in the demanding conditions. Kovarick took fourth on his Marina Yamaha YZF-R1 ahead of Haskovec on a Hypercycle Suzuki GSX-R750.

Graves, Kovarick and Haskovec went at it again on their Yamaha YZF-R6s in Hyperclub/WSMC Formula Two. Kovarick got out in front early only to watch Graves come by on the brakes for turn three on the second lap. Graves, Kovarick, and Haskovec circulated nose-to-tail in the low 1:25s until lap seven, when Haskovec on his Hollywood Motorcycles-sponsored Yamaha made his move. Haskovec pulled up beside Graves and Kovarick as the trio went three-wide into turn nine, and Haskovec emerged with the lead. Graves passed Haskovec right back in turn one however, and the three riders continued to race in a tight group. A few corners later, coming through turn five, Graves accidentally hit his handlebar-mounted kill switch. Haskovec ran into the back of Graves and crashed. Kovarick took

to the dirt to narrowly miss running over Haskovec. Graves got his Yamaha running again in time to hold his lead, but Jacob West passed Kovarick. Graves won by three seconds over West, Kovarick and Kopecky.

Aside from a crashed 600, Haskovec went home with a win in L&L Motorsports 750cc Superbike; second-place finishes in 600cc Superstock, 750cc Modified Production and Maxima Oil 750cc Superstock; and a fifth in the Formula One race. Kovarick won in Open Modified Production; took thirds in Formula Two, 600cc Superstock and Open Superbike; and finished fourth in Formula One.

Chase collected wins in 750cc Modified Production and 750cc Superstock and took a third in Formula One on his Michael Cox-built GSX-R750.

Kopecky won Saturday's Solo GTU and Sunday's Formula 40 Lightweight races, took second place in 650cc Superbike and Barnett Clutches 600cc Modified Production, and finished fourth in Formula Two, all on his Air-Tech-sponsored Yamaha YZF-R6.

West won the Barnett Clutch 600cc Modified Production race, took second in Formula Two, fourth in 600cc Superstock, and eighth in the Formula One final on his Yamaha YZF-R6.

In his first race appearance since breaking the scaphoid bone in his left wrist during the Laguna Seca AMA 250cc Grand Prix, Andre Castanos won the Pro Italia Aprilia Challenge and finished second in Wood-Ease Hand Cleaner 550cc Superbike on his Libasci Racing Aprilia RS250.

### RESULTS

**TOYOTA CUP UNLIMITED FORMULA ONE GRAND PRIX:** 1. Chuck Graves (Yam YZF-R1/R7); 2. Jeremy Toye (Yam YZF-R1); 3. Ken Chase (Suz GSX-R750); 4. Bryan Kovarick (Yam YZF-R1); 5. Vincent Haskovec (Suz GSX-R750); 6. Jason Curtis (Suz GSX-R750); 7. Clinton Whitehouse, III (Suz GSX-R750); 8. Jacob West (Yam YZF-R6); 9. Ed Milhausen (Suz GSX-R750); 10. Stephen Hewitt (Yam YZF-R1).

**TEMECULA MOTORSPORTS OPEN SUPERSTOCK:** 1. Tyler Paulson (Suz GSX-R1000); 2. Ralph Yenne (Suz); 3. Howard

Lynggard (Yam); 4. Stuart Smith (Suz); 5. Ron Middleton (Yam); 6. Ian Crowe (Suz GSX-R750).

**MAXIMA RACING OIL 750cc SUPERSTOCK:** 1. Ken Chase (Suz GSX-R750); 2. Vincent Haskovec (Suz GSX-R750); 3. Daniel Dietrich (Suz GSX-R750); 4. Clinton Whitehouse, III (Suz GSX-R750); 5. Ed Milhausen (Suz GSX-R750); 6. Jason Lurgerich (Suz GSX-R750).

**600cc SUPERSTOCK:** 1. Chuck Graves (Yam YZF-R6); 2. Vincent Haskovec (Yam YZF-R6); 3. Bryan Kovarick (Yam YZF-R6); 4. Jacob West (Yam YZF-R6); 5. Reno Karimian (Yam YZF-R6); 6. Scott Simpson (Kaw ZX-6R).

**500cc SUPERSTOCK:** 1. Jeff Peplot (Yam FZR400); 2. Jeff Dixon (Kaw); 3. Steven Moonitz (Suz SV650); 4. William Erwin (Yam); 5. Mel Smith (Yam).

**PRO-ITALIA APRILIA CHALLENGE (All Aprilia RS250):** 1. Andre Castanos; 2. Chris Kelley; 3. Zina Kelley; 4. Donald Libasci.

**OPEN MODIFIED PRODUCTION:** 1. Bryan Kovarick (Yam YZF-R1); 2. Tyler Paulson (Suz GSX-R1000); 3. Jerry Mendzer (Yam YZF-R1); 4. Chad Jensen (Suz GSX-R1000); 5. Ron Middleton (Yam YZF-R1); 6. Robert Rockafellow (Yam YZF-R1).

**750cc MODIFIED PRODUCTION:** 1. Ken Chase (Suz GSX-R750); 2. Vincent Haskovec (Suz GSX-R750); 3. Daniel Dietrich (Suz GSX-R750); 4. Ed Milhausen (Suz GSX-R750); 5. Clinton Whitehouse, III (Suz GSX-R750); 6. Dauv McNeely (Suz GSX-R750).

**BARNETT CLUTCH 600cc MODIFIED PRODUCTION:** 1. Jacob West (Yam YZF-R6); 2. Kenny Kopecky (Yam YZF-R6); 3. Scott Simpson (Kaw ZX-6R); 4. Jeff Gagne (Kaw ZX-6R); 5. Jeff Longbottom (Yam YZF-R6); 6. Mickey Lane (Suz GSX-R600).

**500cc MODIFIED PRODUCTION:** 1. Jeff Peplot (Yam FZR400); 2. Jeff Dixon (Kaw); 3. William Erwin (Yam); 4. Mel Smith (Yam); 5. David Babb (Kaw).

**PERFORMANCE MACHINE OPEN SUPERBIKE:** 1. Chuck Graves (Yam YZF-R1/R7); 2. Jeremy Toye (Yam YZF-R1); 3. Bryan Kovarick (Yam YZF-R1); 4. Jason Curtis (Yam YZF-R1); 5. Jerry Mendzer (Yam YZF-R1); 6. Stephen Hewitt (Yam YZF-R1).

**L&L MOTORSPORTS 750cc SUPERBIKE:** 1. Vincent Haskovec (Suz GSX-R750); 2. Daniel Dietrich (Suz GSX-R750); 3. Dauv McNeely (Suz GSX-R750); 4. Clinton Whitehouse, III (Suz GSX-R750); 5. Jason Curtis (Suz GSX-R750); 6. Ed Milhausen (Suz GSX-R750).

continued on page 75



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GSXR1300	1999-2001
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New Vesrah Suzuki recruit Tray Batey took command of the WERA 6-hour endurance race at Summit Point early-on. Here, Batey (57) leads Team Pennzoil (4), Loudoun Motorsports (19), Team Chaos (86), Team Clinton Cycles (145), Neighbor of the Beast (667) and Army of Darkness (99) into turn one. Photo by Jamie Guffey/Artistic Intensity Photography.

# Vesrah Wins And Stretches Points Lead

By Jamie Guffey

Vesrah Suzuki's Mark Junge, Chris Ulrich and new-signing Tray Batey won the sixth round of the WERA National Endurance Series, a 6-hour at Summit Point Raceway, riding a Suzuki GSX-R1000. Batey joined the team to replace

injured Glenn Szarek.

Loudoun Motorsports' Ken Snyder, Dave Yaakov and John Jacobi finished second overall on another GSX-R1000, and topped the Heavyweight Supersport class. Ridge Racing was third overall, with Steve Smith, Tom Carroll and Dennis King on another GSX-R1000 in the Heavyweight Superstock class.

Vesrah pulled out its points advantage over challengers Team Pennzoil, which finished 33rd after an early crash followed by an engine failure. Pennzoil's problems handed second in overall series points to Army Of Darkness, fourth on the day (and first in Mediumweight Superbike) with a GSX-R600.

Team Clinton Cycles won in Mediumweight Superstock at fifth overall and Tight Squeeze Racing topped the Lightweight Superbike class at 12th overall.

That doesn't mean that Vesrah had a trouble-free weekend. During Saturday-morning practice, Ulrich was attempting to pass another rider going into turn one when he lost the front and slid the bike off into the gravel trap. Ulrich pushed the bike back to pits, but it was too badly damaged to be repaired in time for the race and the team scrambled to prepare a backup bike—team owner Mark Junge's Open Superstock sprint bike—bolting on quick-change fittings and installing a



Trouble with a front-wheel change resulted in a long first pit stop for Vesrah Suzuki, but that didn't keep the team from winning the shortened Summit Point endurance race.

Photo by Jamie Guffey/Artistic Intensity Photography.

larger fuel tank.

Army of Darkness had encountered its own problems during practice on Friday, when Brian Stokes suffered a broken foot when a rider he was passing panicked and stood his bike up, and ran into Stokes. "I would be riding if it wasn't my shifting foot," explained Stokes. "I went around the outside of this guy in turn five. He just stood it up and crashed into me. He crushed my foot into the side of the bike. I hate it because I was running good times. I was out there running right with Mark (Junge)." Army of Darkness then called on Jeff Nash to join team regulars Sam Fleming and Jim Williams; Nash also rode with AOD in Portland, a race Stokes missed.

The race at Summit Point was run in scorching heat and high humidity with the heat index approaching 100+ degrees. When the green flag dropped Vesrah's Batey took the lead going into turn one and began to get away from the field. Batey would have to repeat the feat twice more in the first hour—a red flag flew just five minutes into the race and another flew at the 35-minute mark. Even with the lengthy delays and two restarts, Batey managed to lap all but three teams in his first stint, broke the track motorcycle record, and

ability. It's more about working with the bike and being smooth. You find spots where you can rest."

Most of the first hour of the race was consumed by red-flag downtime so the second-hour results more accurately reflected how the race was progressing. At the end of the second hour Team Pennzoil was leading Vesrah by nearly 12 seconds and Loudoun Motorsports by 20 seconds. Loudoun led in Heavyweight Superstock, followed by Ridge Racing at fourth overall and second in Heavyweight Superstock. Ridge had come from row 15 of the grid using their local track knowledge to surprise many of the series regulars. Fifth overall and first in Middleweight Superstock was Team Chaos.

The worst luck of the first two hours had to belong to Loudoun Motorsports II. During the second hour rider Bryan Bemisderfer had fallen in the slow carousel turn. Bemisderfer picked up the bike and rejoined the race, unaware of WERA's retech rule. The WERA rulebook says that if a rider falls they must retech immediately. If they fail to do so, none of the laps run count until they retech. Bemisderfer ran six laps before he finally came in after being black-flagged.

As the third hour began Harwell



Vesrah Suzuki's Tray Batey (57) lapped all but the top three teams and set a new track record for Summit Point (1:15.681) during his first endurance stint in nine months. Batey's lap time was eclipsed later in the weekend by former teammate Lee Acree.

Photo by Jamie Guffey/Artistic Intensity Photography.

led Pennzoil's Opie Caylor by about 30 seconds when it was time to pit.

Vesrah was first in at 1:45 on the race clock, and Batey handed over to Ulrich as the crew refueled the bike and changed both tires. But the Vesrah crew couldn't get the front wheel back on the bike, and spent 87 seconds on the stop instead of a more typical 20 seconds. As Ulrich was leaving the pits, the Pennzoil bike rolled into its pit stall. Caylor handed the bike to Scott Harwell and the team filled the tank and changed the tires in 31 seconds.

The battle of pit road in the first round of stops was won by Army of Darkness with a 28-second stop to fill the tank and change two tires.

Batey, who had not run an endurance race in nine months, was showing no ill-effects. "I got a couple of breaks early so that helped," Batey said. "The endurance pace is not 100 percent, I run about 80 percent of my

crashed Team Pennzoil's GSX-750 in the final turn leading onto the front straight, and the team spent 38 minutes making repairs while Ulrich stretched out Vesrah's new lead. After Pennzoil rejoined the race, the bike's engine blew up and the team called it a day.

As the race approached the five-hour mark, the sky was beginning to cloud up and Vesrah had stretched out a three-lap lead. Junge began short-shifting his way around the track. "During my stint I never let the thing go over 11 grand," Junge said later. "I was not going to have anything happen this time."

Just after the five-hour mark the rain started, lightning was spotted and the race was red-flagged with 53 minutes to go. About 15 minutes later the race was officially called complete when it was obvious that the lightning was not going to stop in time to restart the race.

RW



## RESULTS

**WEA NATIONAL ENDURANCE SERIES 6-HOUR OVERALL:** 1. Vesrah Suzuki (Mark Junge/Chris Ulrich/Tray Batey), Suz GSX-R1000, Heavyweight Superbike, 201 laps, 402 miles, 79.645 mph, no total time due to red flag; 2. Loudoun Motorsports (David Yaakov/John Jacobi/Ken Snyder), Suzuki GSX-R1000, Heavyweight Superstock, 197 laps, 394 miles; 3. Ridge Racing (Steve Smith/Todd Stoner/Dennis King), Suz GSX-R1000, Heavyweight Superstock, 195 laps, 390 miles; 4. Army of Darkness (Jim Williams/Sam Fleming/Jeff Nash), Suz GSX-R600, Mediumweight Superbike, 194 laps, 388 miles; 5. Team Clinton Cycles (William Lindsay/Ed Morgan/Tomas Bauchireo), Yam YZF-R6, Mediumweight Superstock, 193 laps, 386 miles; 6. J&J Motorsports (Jesse Basile/Jerry Russell), Suz GSX-R750, Heavyweight Superstock, 191 laps, 382 miles; 7. Neighbor of the Beast (Melissa Berkoff/Scott Fischer), Suz GSX-R600, Mediumweight Superstock, 189 laps, 378 miles; 8. Loudoun Motorsports II (Greg Harrison/Bryan Bemisderfer/John Jacobi/Chuck Neighoff), Suz GSX-R750, Heavyweight Superbike, 189 laps, 378 miles; 9. Team Chicago (Dan Schmitt/Steve Karson/Phil Caudill), Yam YZF-R6, Mediumweight Superstock, 187 laps, 374 miles; 10. Lightsmith Racing (John Light/Alistar Smith/Andy Stutzman), Suz GSX-R600, Mediumweight Superbike, 184 laps, 368 miles; 11. Team HMR (James Kerker/Wayne Lambert), Hon CBR600F4, Mediumweight Superstock, 183 laps, 366 miles; 12. Tight Squeeze Racing (Steve Clark/Mark Morrow/Randy Moran/George Mood), Suz SV650, Lightweight Superbike, 183 laps, 366 miles; 13. Speedwerks/Cyberlogtech (Lee Parks/Scott Gowland/Alan Nelson/Craig Knapp), Suz SV650, Lightweight Superbike, 182 laps, 364 miles; 14. HRD Racing (Phil Tsiras/Mark Kittel), Hon CBR600F4, Mediumweight Superstock, 180 laps, 360 miles; 15. Sagrada Familia (Richard Knight/Michael Balaban/Charles Huffstetler/Tom Fetsko), Suz GSX-R600, Mediumweight Superstock, 180 laps, 360 miles; 16. Team Charm (Stephen Harris/Richard Sturges/Eric Nordholm), Suz SV650, Lightweight Superbike, 180 laps, 360 miles; 17. Maryland Motorsports (Robert Armstrong/Quentin Mize/Greg Taylor), Suz SV650, Lightweight Superbike, 179 laps, 358 miles; 18. Cycle Pros (Romeo Carelli/Marc Sherwood/Chris Wilcox), Suz SV650, Lightweight Superbike, 176 laps, 352 miles; 19. Fly By Night Racing (Roger Wilbur/Peter Ribaud/Ben Ribaud/Chip Deblanc), Suz GSX-R600, Mediumweight Superbike, 175 laps, 350 miles; 20. Mercer Racing Technologies (Brent Mercer/Louis Carri-cot), Suz SV650, Lightweight Superbike, 170 laps, 340 miles; 21. Velocity Crew Racing (Kevin Perkins/Paul Young-man), Suz GSX-R600, Mediumweight Superbike, 170 laps, 340 miles; 27. Leaning Lizard Racing (Brian Healea/David Coomes/Tracy Shidler), Kaw ZX-6R, Mediumweight Superbike, 157 laps, 314 miles; 31. Team Chaos (Matt Cramer/Giovanni Rojas/Mark Crozier/Tripp Nobles), Suz GSX-R600, Mediumweight Superstock, 122 laps, 244 miles; 33. Team Pennzoll (Chris Caylor/Scott Har-well/Jamie Lane/Wade Buffington), Suz GSX-R750, Heavyweight Superbike, 87 laps, 174 miles, DNF, crash/mechanical.

**HEAVYWEIGHT SUPERBIKE:** 1. Vesrah Suzuki; 2. Loudoun Motorsports II; 3. Varsity Racing (Mark Gordon/Tim Berkley), Suz GSX-R1100; 4. Team Pennzoll.

**HEAVYWEIGHT SUPERSTOCK:** 1. Loudoun Motorsports; 2. Ridge Racing; 3. J&J; 4. Backdraftmoto.com (Cole Regal/Greg Gorman/Neil Mummam), Suz GSX-R1000; 5. Team LMR (Mark Whitehurst/Chris Rankin/Tim Bemis-derfer), Suz GSX-R750.

**MEDIUMWEIGHT SUPERBIKE:** 1. AOD; 2. Lightsmith Racing; 3. Fly By Night Racing; 4. VCR; 5. Leaning Lizard; 6. Team Gravity (Ken Lovett/Guy Orlir), Suz GSX-R600.

**MEDIUMWEIGHT SUPERSTOCK:** 1. Team Clinton Cycles; 2. NOTB; 3. Team Chicago; 4. Team HMR; 5. HRD Racing; 6. Sagrada Familia.

**LIGHTWEIGHT SUPERBIKE:** 1. Tight Squeeze Racing; 2. Speed-works/Cyberlogtech; 3. Team Charm; 4. Maryland Motor-sports; 5. Cycle Pros; 6. Mercer Racing Technologies.

**HOURLY OVERALL:** 1. Vesrah Suzuki; 2. Loudoun Motor-sports; 3. Loudoun Motorsports II; 4. Ridge Racing; 5. Team Pennzoll; 6. Team Clinton Cycles.

**HOURLY TWO OVERALL:** 1. Team Pennzoll; 2. Vesrah Suzuki; 3. Loudoun Motorsports; 4. Ridge Racing; 5. Team Chaos; 6. Team LMR.

**HOURLY THREE OVERALL:** 1. Vesrah Suzuki; 2. Loudoun Motorsports; 3. Team Chaos; 4. Team Clinton Cycles; 5. AOD; 6. Ridge Racing.

**HOURLY FOUR OVERALL:** 1. Vesrah Suzuki; 2. Loudoun Motorsports; 3. Ridge Racing; 4. AOD; 5. Team Clinton Cycles; 6. J&J Motorsports.

**HOURLY FIVE OVERALL:** 1. Vesrah Suzuki; 2. Loudoun Motorsports; 3. Ridge Racing; 4. AOD; 5. Team Clinton Cycles; 6. J&J Motorsports.

**WEA ENDURANCE SERIES OVERALL POINT STANDINGS (After 6 of 9 rounds, best 8 count):** 1. Vesrah Suzuki, 610.295 points; 2. AOD, 550.120 points; 3. Team Pennzoll, 516.375 points; 4. J&J Motorsports, 446.045 points; 5. Loudoun Motor-sports, 438.000 points; 6. NOTB, 432.135 points.

**HEAVYWEIGHT SUPERBIKE POINTS:** 1. Vesrah Suzuki, 643.295 points; 2. Team Pennzoll, 606.375 points; 3. Racersup-ply.com, 360.320 points; 4. Cycle Speed Racing, 163.150 points; 5. Northern Getaway, 154.315 points; 6. Cox Rac-ing Group, 121.800 points.

**HEAVYWEIGHT SUPERSTOCK POINTS:** 1. J&J Motorsports, 585.045 points; 2. Loudoun Motorsports, 528.000 points; 3. Backdraftmoto.com, 228.840 points; 4. Paramount Racing, 193.145 points; 5. Lifestar Racing, 145.255 points; 6. Motorcycleusa.com, 131.000 points.

**MEDIUMWEIGHT SUPERBIKE POINTS:** 1. AOD, 670.120 points; 2. Leaning Lizard Racing, 453.545 points; 3. Velocity Crew Racing, 237.450 points; 4. Pensacola Motorsports, 153.875 points; 5. Raging Bull Racing, 150.940 points; 6. Fly By Night Racing, 146.490 points.

**MEDIUMWEIGHT SUPERSTOCK POINTS:** 1. NOTB, 573.135 points; 2. Team Chaos, 568.785 points; 3. Team Chicago, 518.770 points; 4. Team Clinton Cycles, 506.805 points; 5. Team HMR, 402.160 points; 6. HRD Racing, 342.930 points.

**LIGHTWEIGHT SUPERBIKE POINTS:** 1. Speedwerks/Cyber-logtech, 473.510 points; 2. Maryland Motorsports, 435.220 points; 3. Robin's Roost, 208.275 points; 4. Intrepid Rac-ing, 201.765 points; 5. Speedwerks Racing, 178.590 points; 6. Dynisco Racing, 158.160 points.



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# Acree, Himmelsbach, Harwell, Peters Win At Summit Point

By Jamie Guffey

Former WERA National Challenge Series Champions Lee Acree, Mike Himmelsbach and Chris Pyles returned to the series for the sixth round at Summit Point Raceway. Acree returned to win in 600cc Superstock, 750cc Superstock, and Formula 1 while Himmelsbach took a dominating win in the Formula 2 race. Pyles, who was the 2000 125cc Grand Prix National Champion, finished second to Himmelsbach in Formula 2.

Vesrah Racing's Mark Junge took another step towards winning the 2001 600cc and Open Superstock National Challenge Series Championships when he finished second to Acree in 600cc Superstock and won the Open Superstock race. Arclight Suzuki's Scott Harwell won in Heavyweight Twins for the fourth time this season and Jason Peters continued his unbeaten streak, dominating the 125cc GP race for the sixth time.

In Open Superstock, points leader Junge and Scott Harwell bolted off the line and it looked like the eight-lap sprint race would be a two-rider battle



Vesrah Suzuki's Mark Junge (57) and Arclight Suzuki's Scott Harwell (9) laid black rubber stripes out of Summit Point's corners to stay in front of local ace Tim Bemisderfer (51) in the Open Superstock race. Bemisderfer crashed while Junge won and extended his points lead over Harwell. Photo by Jamie Guffey/Artistic Intensity Photography.



Points leader Scott Harwell (9) led Ken Snyder (behind Harwell), Curry Justice (71), Quentin Mise (23), Travis King (17), John Jacobi (149), and Harwell's Arclight Suzuki teammate Lee Acree (84) into turn one at the start of the 750cc Superstock race at Summit Point. Acree had the lead by lap four and set a new track record for Summit Point on lap seven, at 1:15.488. Photo by Jamie Guffey/Artistic Intensity Photography.

until the third lap, when homeboy Tim Bemisderfer caught them. The lead trio—all on GSX-R1000 Suzukis—continued to run nose-to-tail for the next five laps. On lap seven, coming down the hill into the very tight turn five, Bemisderfer made a move on Harwell. Unfortunately the move was too much for Bemisderfer's front Dunlop and Bemisderfer crashed out of the race, unhurt.

"I knew Tim would be coming," said Junge afterwards. "He is so fast here and I wanted to get away. I never saw Tim but I knew he had to be back there. Scott broke a lot later than I did into turn one. I didn't brake as hard so

we had the same corner speed. Finally I knew I had to make the move. So I just went as deep as I could into one. The tire was sliding a little but the Metzlers held for me. I am looking for the Championship. And with Larry (Denning, second in points) not here I wanted to get maximum points."

Junge was again thinking Championship in the 600cc Superstock race, this time with a different strategy. Arclight Racing's Lee Acree started on the 11th row of the grid but blasted his way through the field and took the lead on lap three. Junge's chief points rival Opie Caylor had led the first two laps of the race with Junge

second followed by Loudoun Motorsports teammates David Yaakov and Ken Snyder, but Acree passed them all. The moment of the race was at the start of lap four. With Acree leading from Junge, Caylor made a move going into turn one. Caylor outbraked Junge and Acree, but carried too much speed and ran wide, giving Acree and Junge a small gap and allowing Yaakov to close up to battle with Caylor. While Yaakov and Caylor were battling, Junge settled in to follow Acree, the leaders lapping the 2.0-mile circuit within half-a-second of track-record pace.

"I wasn't going to battle with Lee," Junge said afterwards. "The pace was so fast that I knew if I just stayed in tow that we could get away. I thought I had Lee covered, I was faster than him in the back and I was planning on passing him back there. Unfortunately I messed up in turn one. I go down four gears in there and on the last lap I only went down three. It ruined my drive out and Lee got a gap. I couldn't get close enough after that to make a move. I feel like I won the WERA race since Lee isn't a factor in the points so I didn't have to beat him."

Acree said, "I was starting on the 11th row but there was a row gap so it was really like starting on the eighth row. I got a good start and followed Greg Harrison into one. Everyone was getting to the outside setting up for one and Greg just ran up the inside and I was in like sixth going into one. After that I just worked my way through and I got the lead at the end of lap two on the front straight. That's when Opie passed Mark and I going into one. I almost hit Opie and I think Mark came with me. After that Mark and I had a clear track so we got a gap. Mark never even showed me a wheel. I think he was content to stay where he was. He is thinking about the Championship. One time coming up the hill going under the bridge before the front straight I looked back. He waved at me as if to say 'Yeah, I'm still here.'" Junge stretched his points lead in the class to 16 over Caylor.

Acree again came from the back of the grid to win in the 750cc Superstock race. This time Acree took the lead on lap four and led the rest of the way, although pressured by his Arclight teammate Scott Harwell. Acree continued to pick up the pace attempt-



Arclight Suzuki's Lee Acree (84) came from the back of the grid in 600cc Superstock to win at Summit Point, with Vesrah Suzuki's Mark Junge (57) finishing second. Photo by Jamie Guffey/Artistic Intensity Photography.



ing to gap Harwell, and, on lap seven, Acree ripped off a 1:15.488 lap time, breaking the track record set the day before by Vesrah Racing's Tray Batey.

"I had a really good lap going on lap six," Acree explained. "I knew it was going to be fast, then I had a little slip. On my lap timer it said 1:15.8. On lap seven I relaxed and settled down. I wanted to make sure I was smooth and it was a good lap. Scott ran a great race, he made it tough on me."

For the sixth time this year Jason Peters ran off and left the 125cc Grand Prix field. Peters has won every round of the series and looks to duplicate the perfect season that Mike Himmelsbach put up in 1998.

Himmelsbach rode his Blackmans Cycle 250cc Aprilia to a dominating win in the Formula 2 race with Pyles finishing second, nearly 14 seconds back. Pyles calls Summit Point his home track and he made the track a little more special when he proposed to his girlfriend following the Formula 1 race.

Acree took the win in Formula 1, leading seven of the eight laps and winning by less than one second from Tim Bemisderfer, who rebounded from his earlier crash in the Open Superstock race. Meanwhile, Pyles was riding around trying to stay out of trouble while waiting for his big moment following the race. At the conclusion of the race Pyles pulled off the track in the turn seven area of the track, where nearly 50 family members and friends were watching. Pyles rode his TZ250 Yamaha over to his family and began handing out high-fives. He jumped the fence and hugged his girlfriend, Beth Walters, then got down on one knee and proposed. Pyles said he has never been more nervous, and said afterwards, "I was riding around scared to death. I was in a battle for seventh or eighth but all I could think about was not crashing. I didn't want to mess this up."

In Heavyweight Twins, Arclight Suzuki's Scott Harwell rode his TL1000R to the win, moving a little closer to the 2001 Championship by beating second-in-points Bill St. John. St. John rode his Ducati 748 to second place with Bryan Bemisderfer third on a Buell.

In Lightweight Twins David Yaakov battled with Bryan Bemisderfer for all eight laps of the race. Bemisderfer used his 1200cc Buell's power to pass Yaakov on the last lap to take the lead. Bemisderfer pulled off on the last lap, allowing Yaakov to win the race. "Bryan told me he just wanted to beat me," said Yaakov. "He didn't want to win the race, he was out there to beat me. This was a Suzuki race so he didn't want to take the (contingency) money from me." **RW**

#### RESULTS

**WEA FORMULA ONE EXPERT:** 1. Lee Acree (Suz GSX-R750); 2. Tim Bemisderfer (Suz GSX-R1000); 3. Michael Himmelsbach (Apr RSR250); 4. Curry Justice (Suz GSX-R1000); 5. Scott Carpenter (Suz GSX-R750); 6. Steve Smith (Suz GSX-R1000).

**WEA FORMULA ONE EXPERT POINT STANDINGS(after 6 of 9 rounds, all 9 count):** 1. Justice, 66 points; 2. Larry Denning, 60 points; 3. J.J. Roetlin, 54 points; 4. Billy Ethridge, 43 points; 5. T. Bemisderfer, 37 points; 6. Jamie Lane, 34 points.

**WEA OPEN SUPERSTOCK:** 1. Mark Junge (Suz GSX-R1000); 2. Scott Harwell (Suz GSX-R1000); 3. Quentin Mise (Suz GSX-R1000); 4. Shane Stoyko (Suz GSX-R1000); 5. Greg Harrison (Suz GSX-R1000); 6. Steve Smith (Suz GSX-R1000).

**WEA OPEN SUPERSTOCK POINT STANDINGS(after 6 of 9 rounds, all 9 count):** 1. Junge, 114 points; 2. Harwell, 84 points; 3. Larry Denning, 82 points; 4. Mise, 45 points; 5. Harrison, 30 points; 6. Curry Justice, 29 points.

**750cc SUPERSTOCK EXPERT:** 1. Lee Acree (Suz GSX-R750); 2. Scott Harwell (Suz GSX-R750); 3. Ken Snyder (Suz GSX-R750); 4. John Jacobi (Suz GSX-R750); 5. Quentin Mise (Suz GSX-R750); 6. Greg Harrison (Suz GSX-R750).

continued on page 75

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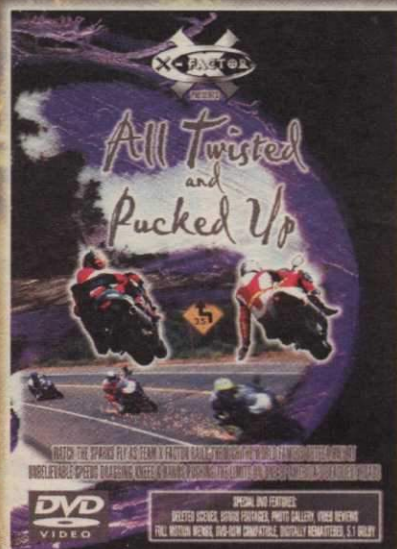




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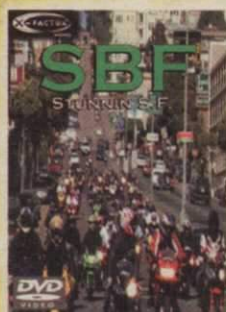
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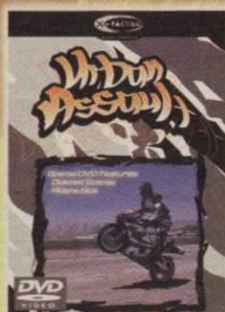
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# The Man Who Bolts Racers Back Together

By James Lickwar

LAST MAY, JAMES LICKWAR CRASHED JASON PRIDMORE'S ATTACK SUZUKI GSX-R1000 DURING PROMOTER PRACTICE AT THE SEARS POINT AMA NATIONAL, FRACTURING HIS LEFT CLAVICLE, AND SOUGHT TREATMENT AT DR. ARTHUR TING'S FREMONT, CALIFORNIA CLINIC. SEVEN WEEKS AFTER THE COLLARBONE WAS PLATED, THE PLATE BROKE DURING LICKWAR'S SECOND PHYSICAL THERAPY SESSION. THE WEEK OF THE COMBINED AMA/WORLD SUPERBIKE RACE AT LAGUNA SECA, LICKWAR SAT DOWN WITH DR. TING, AND THE CONVERSATION PICKS UP DURING DR. TING'S EXPLANATION OF HOW AND WHY THAT HAPPENED.

**Dr. Arthur Ting:** See what I mean? So you sort of have to take a compromise. If you have a stiffer plate on there, you'll stress shield the fracture and it will be harder to break, but then the bone is not as strong. Where as the bone, you want to stress the fracture side of the bones. Bones respond to stress, which is Wolff's Law. It's a fine line between the two. Jason Pridmore has real weak plates on his tibia. That's why I couldn't let him walk on it. But the thing is you can't put thick plates around that part of the ankle because of the soft tissue. See, every bone is a little bit different. In the clavicle it's the weight of the arm. That's why I try to tell everybody to keep the sling on to keep the weight off.

**Roadracing World:** Is there a problem if you put a stiffer plate in? Won't it transfer some of that energy to other parts of your body?

**Dr. Ting:** Exactly. Then there is a stress riser on the two ends of the plates.

**RW:** So you try to get away with the thinnest plates you can?

**Dr. Ting:** Because rarely do I ever go in and take the plate out as you know. It's another operation guys don't want to have done. You know—you still have a plate in your other shoulder.

**RW:** You get away with the thinnest plate you can get away with.

**Dr. Ting:** Yes.

**RW:** Based on the bone density you're working with?

**Dr. Ting:** Bone density and anatomical location. Every bone is different.

**RW:** Just as an example. My clavicle break, what severity was it, from one to 10?

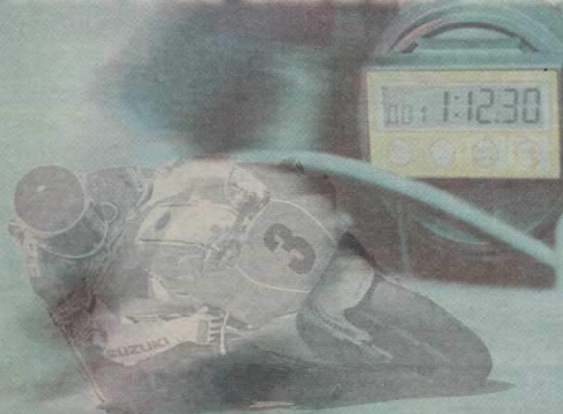
**Dr. Ting:** One to 10? For just that clavicle?

**RW:** Yes.

**Dr. Ting:** It has to be above a seven for me to operate on. In other words

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## Isn't it about time?



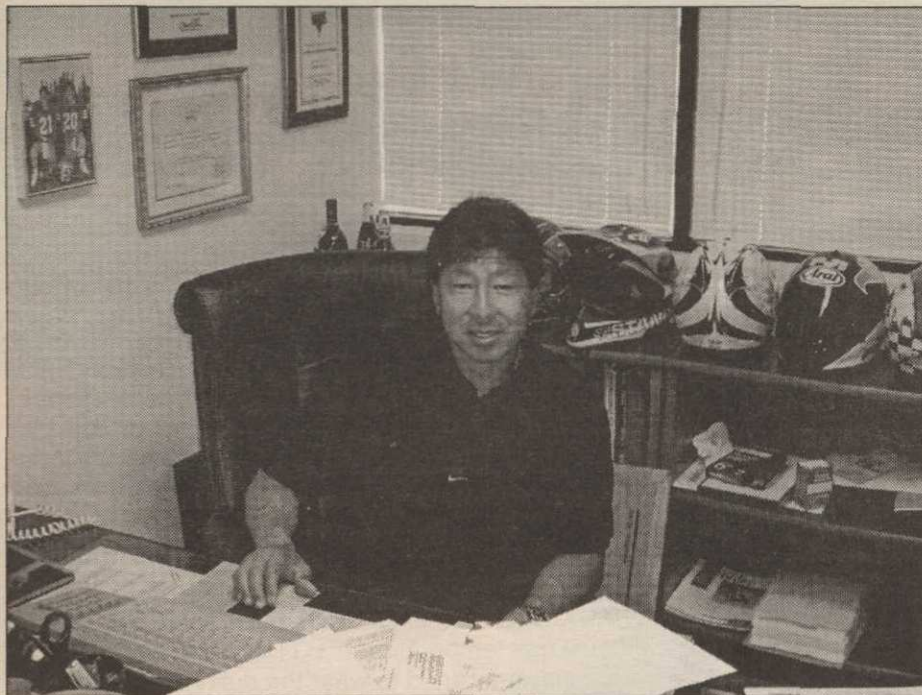
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Dr. Arthur Ting in his Fremont, California office, with diplomas and a photo of his football-playing sons on the wall, and helmets from famous patients on a shelf behind his desk. Photo by James Lickwar.

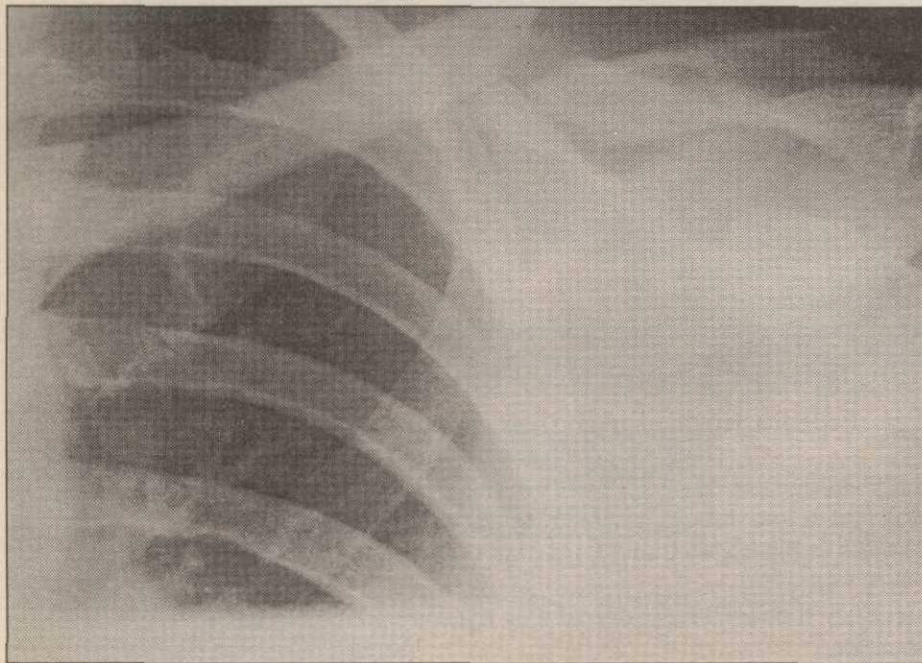
it's completely displaced. The only worse ones are compounded fractures where the bone is sticking through the skin.

**RW:** Which wouldn't matter I guess, unless some of the bone is lost.

**Dr. Ting:** It does matter because then it becomes an emergency. Because it's an open fracture, which increases the risk of infection. That's the next stage.

**RW:** For my other clavicle I went to another clinic. They didn't want to do surgery even though it was a completely displaced non-union and they voiced their concern over that. I ended up going through two recoveries. After the first recovery it broke on its own during a 24-hour race. Just from riding a bike. Then they went in and did surgery.

icle fractures is because it's the movement of the bones that causes the pain. If you can eliminate that in the racer he can ride sooner. Usually in a couple of weeks. Theoretically, you could have done it in a couple weeks. Then the scenario came up with what happened to Jason. (Pridmore, who suffered a fractured clavicle in a crash the day before he fractured his leg at Road Atlanta in May.) That's a rare situation because his was displaced. But the energy was such that it wasn't high enough where he disrupted a lot of soft tissue. He had a lot of soft tissue around it, and the only reason why I know that is because he was able to ride the next day, and the last time he came in for X-rays it was healing. It was almost



X-ray of James Lickwar's fractured and displaced collarbone, four days after the initial injury.

So it was an eight-month recovery instead of a two-month recovery.

**Dr. Ting:** Exactly. That's the problem. Of the ones that are non-unions, the middle-third completely-displaced ones have the highest incidents of non-unions. But like I was telling David Gray (Medical Assistant in his office) this morning, one of the reasons why I end up operating on a lot of these clav-

healed already.

**RW:** Yes. I went to see him at the Recovery Inn and he was teasing me by lifting his arm.

**Dr. Ting:** The only way that happens is if he's got enough soft tissue around it to maintain the stability. And he wouldn't even tell you he could feel the bones moving.

**RW:** The soft tissue acts as a splint?

**Dr. Ting:** Exactly. But see, you can't tell X-ray-wise that he had a displaced fracture. That's a real rare situation where he was able to do that.

**RW:** Interesting. What about people like Ben Spies, who is planning on racing at Laguna this weekend after having his clavicle plated by Dr. Kieffer two weeks ago? Does it depend on how old you are, the severity of the displacement, or just how much pain you can put up with?

**Dr. Ting:** Probably those last three things. The severity of the initial energy, low-energy injury, high-energy. If it's a high-energy injury there is probably a lot of soft tissue disruption. It's not going to be as easy during the race. Depends upon the nature of the fracture and one's own pain tolerance. That's always a factor. Usually in racers they tolerate a lot of pain.

**RW:** I've been walking around with a broken plate for five days.

**Dr. Ting:** And those plates are thick. If you saw it you wouldn't believe it. The plates can and will break. The plates fatigue. That plate is half-an-inch thick. Your plate is titanium. It's really stiff.

**RW:** So it is made of titanium?

**Dr. Ting:** When you look at it just off the shelf, you say there's no way it's going to break. But when you think of the weight of the arm, as constant stress, it just fatigues. Those plates are not made to last. The bone has to heal. The bone has to heal or you'll have metal fatigue. Screws will break—plates will break. So it's a race between the strength of the metal and the healing of the bone. It's a compromise. John Kocinski is out there—he's got a fractured wrist that I'm going to put a plate on. Last week he came in and everything was fine. He got hurt testing the bike and the bone lined up and everything was fine, right? But the reason why we had him come in the next week is to make sure nothing shifts. Well, sure enough, his fracture's displaced. Now I have to go in and put a plate on there. But I don't have to worry about it moving anymore. I've got it rigidly fixed.

**RW:** And now it will heal?

**Dr. Ting:** Right. And normally I would have operated on it. I didn't do the reduction. I didn't know how stable it was. Where as Anthony Gobert—I stressed his wrist. I moved it under X-ray because he came in for surgery. So because it didn't move with me moving his wrist I didn't operate. Like if I tugged on your arm and made sure the fractures didn't move. I was real confident that he didn't need any surgery.

**RW:** You're able to move it under an X-ray to see if the fracture moved?

**Dr. Ting:** And he's coming in today or tomorrow to see if he can ride at Laguna. I called up (Yamaha's) Tom Halverson and those guys and said, listen I can't make this any better right now. Yes, that's why I decided not to operate on him. My point about telling you this, each situation is so different that, you can't say something across the board. These guys are dependent upon me. I know they want to get back the fastest way—that's the goal. They come in and I use everything I can. We have this X-ray machine where I can actually move the arm and stuff and watch the bones. So I can actually see how stable or unstable the fracture is.

**RW:** Does the fitness of the rider have anything to do with recovery time? From the perspective of the fracture?

**Dr. Ting:** No. It's genetics. And usually, younger people heal faster. Males heal faster than females because females have the component of Osteoporosis. And other than that it's genetics.

**RW:** Interesting. Well, can you talk a little about your background? I see you have your own clinic now; I thought you were across the Bay before.

**Dr. Ting:** Correct. Started out here and joined a group in Menlo Park. At the time I was with the Kerlan-Jobe Clinic in LA. I grew up in the Bay Area and moved to Southern California in high school so I knew the area. I got to the point where I had to do this on my own. And I was getting busy enough where it actually allowed me to take care of people with better insurance. That continues to be the case.

**RW:** And that allows you to focus on your job.

**Dr. Ting:** Exactly. And I don't want the people that have to come—not because I'm on somebody's list. I want to take care of the people that come here for a reason and they know that I'll give them really good care and that there is some urgency as to why they want to get back—like the athletes.

**RW:** When you structured this office, did you bring people with you like David Gray?

**Dr. Ting:** Yes. David came.

**RW:** He seems like a real enthusiast.

**Dr. Ting:** David is like the racing person in the office. He follows the racers. He knows who is where and what they do. And he enjoys it. You have to enjoy what you do. If you don't enjoy it then it's not going to be good. You're not going to want to help these guys. So David loves the racers, he enjoys racing, he's in charge of it. I just let him communicate with any type of racing situation.

**RW:** Do you have that set-up throughout the office? Does Mary Brkich (Physicians Assistant in his office) have a group of patients she is in charge of?

**Dr. Ting:** Mary's boyfriend is the head of public relations for the Saber Cats Arena Football. She does all that. I deal with all the agents of the NFL football players. So I have to take it upon myself. They call 24 hours a day, and they page me directly. I deal with all the agents. Baseball, football, basketball—all over the world we have players. The agents usually can get ahold of me so that's why you'll see guys from all different teams.

**RW:** Just looking at the photos on the walls it seems that impact sports are what you deal with. Based on what types of injuries are generated.

**Dr. Ting:** You can see the motorcycle racers get hurt the most. If they fall off their bike they're going to break minimum their collarbone, if they have an injury. They subjected their bodies to more energy than their bodies can create. If you could rank it, it would be motorsports number one because of the nature of the sport. Then like you say, collision sports are next, football, hockey, and then anything else is after that.

**RW:** Are you an enthusiast also? I know David Gray is going to Laguna

..... continued on page 40



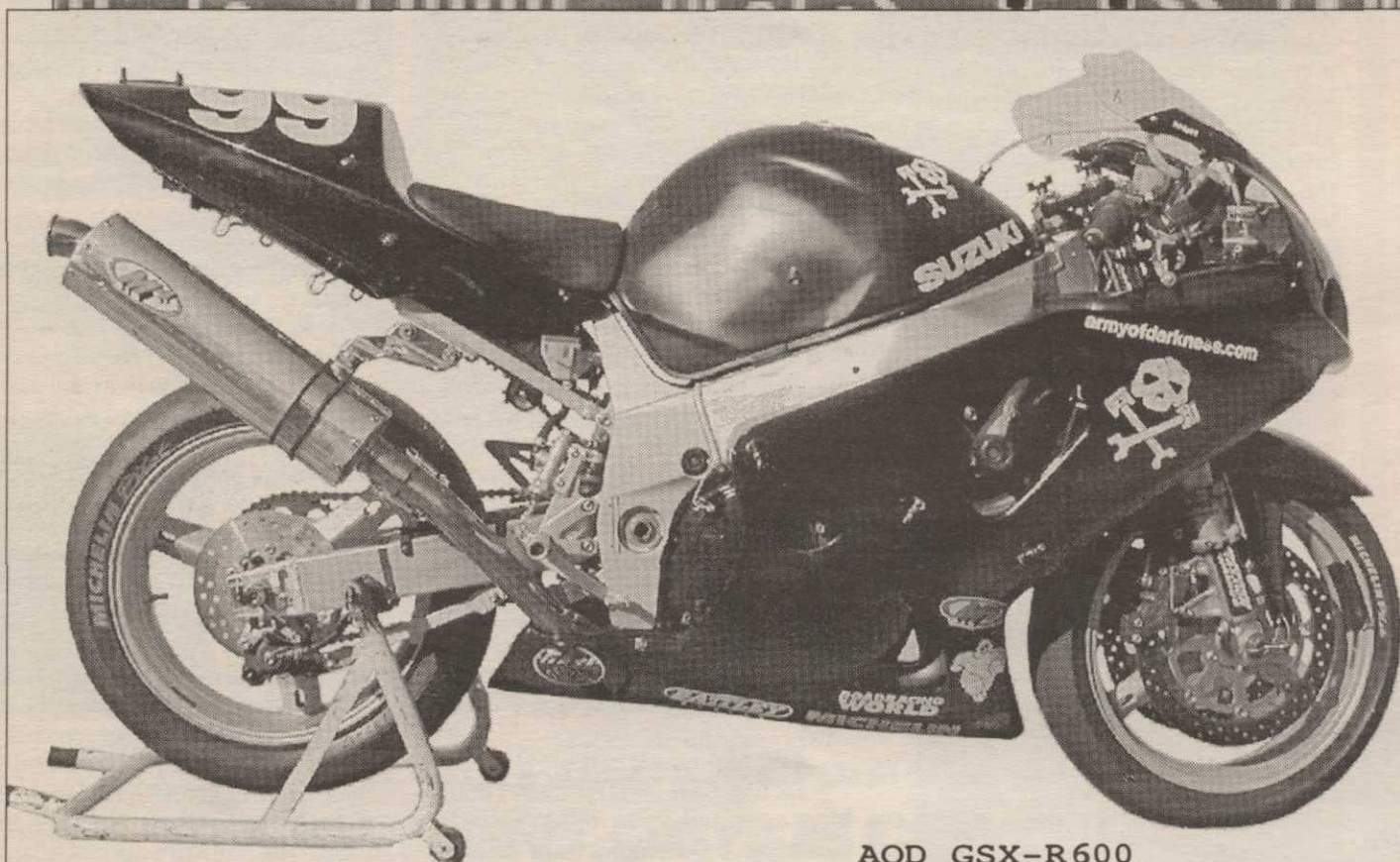
# An Operating Guide To The Army Of Darkness And NOTB Endurance Teams

*Racing is hard on the little things...*

## Hardware: System Requirements

- Traxxion forks and shock. .90 spring in left fork leg, .95 in right fork leg. Axxion Valves, presumably oil. 375 or 400-pound rear spring and lots of ride height.
- Little neoprene boots (which Max of Traxxion Dynamics disapproves of) to keep the fork seals from blowing every five minutes like they usually do.
- M4 stainless steel racing high-pipe with crash-resistant aluminum canister.

- Epoxy-based fiberglass bodywork with comfort-providing Zero Gravity Double Bubble windshield.
- AOD designed-and-built bodywork fasteners.
- DRACK Gold data logger with sensors for rpm, speed, exhaust gas temperature (EGT) and throttle position. Riders have declined to wear the optional "sphincter tensionometer".
- Sprocket Specialist 520 sprockets (aluminum rear, steel front) with strong o-ring chain. Chains tend to last about 30 hours of track time with regular maintenance.



AOD GSX-R600

- Dynojet Power Commander (although dyno tests are inconclusive. We see no gains on the dyno, although we can make it worse).
- Adjustable steering damper replaces stock mono-setting unit. Stock damper is finally positioned low and in the front.
- Clip-ons with quick-change bars. The same ones we have been using for five years. Fisher Technical cross-hatched the bars so the throttle housing doesn't twist on the bar.

- Michelin Slicks. Various compounds and carcasses depending on the track conditions, temperature and how much the riders are whining. Fronts last forever, rears go anywhere from one to three hours.
- Brakes are upgraded with Vesrah RJL pads, stainless-steel lines and high temp fluid. The fluid needs to be changed regularly to avoid mush. RJL pads last a long time but we tend to replace them every race just to freshen up the bite.
- Solid-mounted pegs bolted to stock mounts. We are avoiding billet rearsets in the hopes that a hard crash will break the footpeg mount and spare the frame lugs.
- Shortened sub-frame to reduce torque on main frame in the event of a crash. It doesn't help; the tabs on the main frame still break.
- Quick-change fittings allow both wheels to be swapped in under 30 seconds.
- Aluminum rear rotor and soft organic pads. The rear rotors get plated with rubber during the course of the race and stop working anyway.
- Eric Wallgren's unholy union of a TLR and GSX-R gas tank. So smooth you can't find the seam with your fingernail. Fitted with dual dry breaks, the tank can take 7.5 gallons in about eight seconds.
- Engine is basically stock. Fixed the bolt in the transmission. Some smoothing on the ports and that sort of thing. The new engine construction is lighter but it is more difficult to modify, so we left it all alone.
- Shiny paint is new for 2001, courtesy Eric Wallgren, who found the time to spray it.
- Hard case-covers and frame sliders. Hope springs eternal.
- Contingency stickers. This is the only real money in racing for most people.
- Levers are strategically drilled to leave a usable stub after contact with Scott Harwell.
- Propylene-glycol-based coolant so everyone and their brother can come over and accuse us of running ethylene glycol.

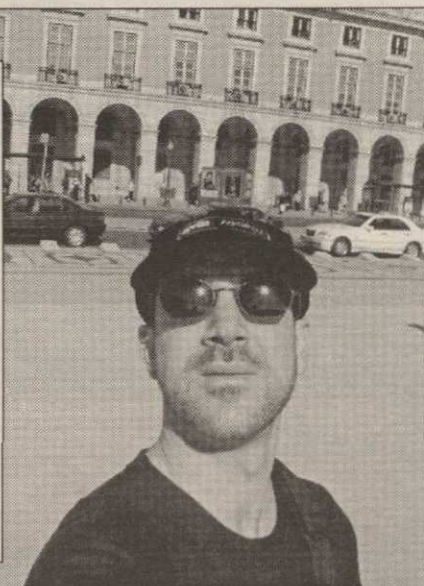


# Software: AOD/NOTB Operating System

## Sam Fleming

**Cover:** Obvious front as a hack writer for *Roadracing World*, true occupation unknown.  
**Position:** Minister of Information and Logistics, AOD Pilot.  
**Broken:** Both feet.

Fleming has ruthlessly commanded AOD since 1993. He recruits new members through flattery and promises of "fun" at the racetrack, then blackmails them into staying with the team with the threat of publishing "drooling in the back of the van" pictures in RW. Tends to get overly excited by the appearance of goldfinches (*carduus tristis*) in his back yard.



## Melissa Berkoff

**Cover:** Computer Programmer, *Roadracing World* Website Editor.  
**Position:** Minister of Profanity and Tool Tossing, NOTB Pilot.  
**Broken:** A little bump on her shin.

Berkoff was brought into the team to shame everyone else into working harder while she tirelessly maintains, rides and repairs racebikes without ever breaking a sweat. Formally trained as a mechanic, her personal revulsion at working on any bike older than five years forced her to change career paths. Authored the self-help book "Every Bad Habit I Have Racing Motorcycles I Learned At Willow Springs".



## Brian Stokes

**Cover:** Sales Rep at 1-888-FAST-LAP.  
**Position:** Minister of Lead Generation, AOD Pilot.  
**Broken:** Left ankle, right ankle (three times), right foot, both arms, lacerated kidney (obviously cares way too much).

Stokes was recruited into AOD for 2001 for his agreeable personality, ample riding skills and deep fear of crashing other peoples' motorcycles. Easily distinguished in the AOD pits by his bright attire. It is feared that long-term exposure to AOD will corrupt this fresh-faced and promising racer. Becomes a father in September; continued husband status is yet to be determined.



## Jim Williams

**Cover:** CEO, 13x.com.  
**Position:** Minister of Scrounging, AOD Pilot.  
**Broken:** Neck, back.

Williams' role seems to be to generally demoralize competitors by passing them on the track, then slapping his ample belly in the pits while talking about the athletic conditioning needed for endurance racing. Currently trying to adapt his cell phone to work with his race helmet.



## Tim Gooding

**Cover:** Geologist, Smithsonian Institute.  
**Position:** Minister of Research.  
**Broken:** Collarbone, concussion.

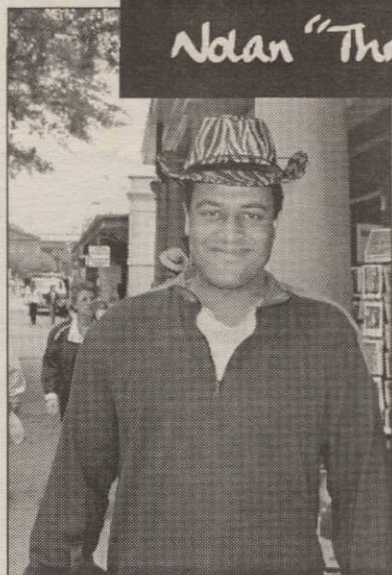
AOD could race with different bikes. AOD could race with different riders. AOD could not race without Gooding. Gooding is the master designer, fabricator and nearly tireless troubleshooter. He has mastered the art of the querulous look that withers ridiculous requests on contact and keeps everyone's reality in check. Gooding's toolbox has a sticker the reads, "The captain who waits for his ship to be fit never sets to sea." Demands a full wallet or expensive watch left as collateral for any loaned tool at the track.



## Nolan "Three-fingers" Ballew

**Cover:** Machinist, University of Maryland Plasma Physics Lab.  
**Position:** Minister of Fuel and Traction.  
**Broken:** Broken hand, bruised shoulder, clicking elbow.

AOD recruited Ballew by exploiting his weakness: A love of powerful diesel vans and quality food. Ballew extends the duration of Fleming's grasp of sanity on race day by ensuring that the dump cans have fuel, the rims have tires, and the tires have warmers, all while mentally plotting the steps to machine the next trick bit for the bikes out of 6061 aluminum. Ballew is the graphite control rod in the fission reaction of the team.



## Scott Fisher

**Cover:** CEO, Fisher Technical Services (fishertechnical.com).  
**Position:** Minister of Overengineering, NOTB pilot.  
**Broken:** Shattered left heel, cracked L5/L6 vertebrae, torn ACL and meniscus cartilage, knee laceration and patella bursa removal.

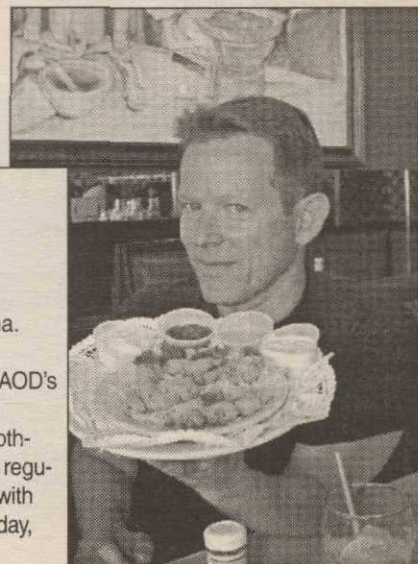
Fisher's innate endurance-racing ability was cleverly disguised under a Hawk racer facade in the Southwestern desert. His engineering skills and ability to function on three hours of sleep a day bring about such things as the NOTB Quick Fill Mark III and statements like "We can run the 24-hour with two riders." He is currently investing heavily in cloning technology so he can be in three places at once.



## John Donnelly

**Cover:** Commodities Speculator.  
**Position:** Minister of Demanding Service (retired).  
**Broken:** Larynx, little toes both feet, clavicle, dislocated shoulder, complete and unrestrained full-body hematoma.

Donnelly retired from active duty in 1999 after helping win AOD's first Championship and determining that it was statistically impossible for it to ever happen again. Donnelly was demoth-balled in 2000 for the 24-hour and quickly demoralized the regular riding staff by besting their times. Darkest secret: Toys with the idea of racing cars while confessing "At the end of the day, car guys are a bunch of sissies."



## And...

AOD HQ is rounded out with help from various parties including Eric Balderston (lifts heavy objects cheerfully; actually, does everything cheerfully), Eric Wallgren (yet another fabricator, Eric does the tricky sheet metal and paint work for us) and John Godfrey (who doesn't mind inhaling fiberglass dust). Recent AOD conscript: Jeff Nash, who has bailed us out with riding stints when we needed them most.



for World Superbike. Do you like going to the races?

**Dr. Ting:** I'm not a true racing fan. I enjoy it because I know so many people involved in racing now. Athletes are athletes to me. They want to get better. They'll try to improve at any cost or expense; they're looking for the edge and there is an urgency to their injury. The mentality is always the same. At that level, the professional level. In terms of the various sports, tomorrow I'm watching soccer.

**RW:** Is that a family soccer game?

**Dr. Ting:** No. It's MLS. Major League Soccer.

**RW:** Going to the races or going to watch a softball game—it must be the final payment if you've treated somebody there.

**Dr. Ting:** Yes. That's what I like seeing. I like to see somebody that is back doing it at a level where he was doing it before he got hurt.

**RW:** Do you have any sense of the patients that come here, and where they are in their sport? Mick Doohan for instance, did you know who he was before he came here?

**Dr. Ting:** Yes. I know the top guys, but I don't follow it. It's fun to turn on Speedvision, and the people in the office know that anytime there is a motorsports thing, we've treated at least somebody in the event. Even that announcer who was in an accident last year.

**RW:** Dave Despain?

**Dr. Ting:** Yes.

**RW:** He actually fell off at one of Jason's Star schools.

**Dr. Ting:** Yes. He called us after that and talked about his injuries. Dan Patrick is also a patient of mine—he does Sports Center. Chris Berman. We see the people so that's sort of a neat thing.

**RW:** Are your kids allowed to ride motorcycles?

**Dr. Ting:** We have a scooter at home that Yamaha sent me, but other than that, no. It's not because I feel it's too dangerous. They just haven't been around it. I remember when Kenny Jr. was young and my oldest son, they were about the same age in Japan at the Suzuka 8-Hour. My kids just haven't been exposed to racing in an intelligent way. If I did it I think it would be okay. But they play the three orthodox sports—football, basketball, and baseball.

**RW:** American sports.

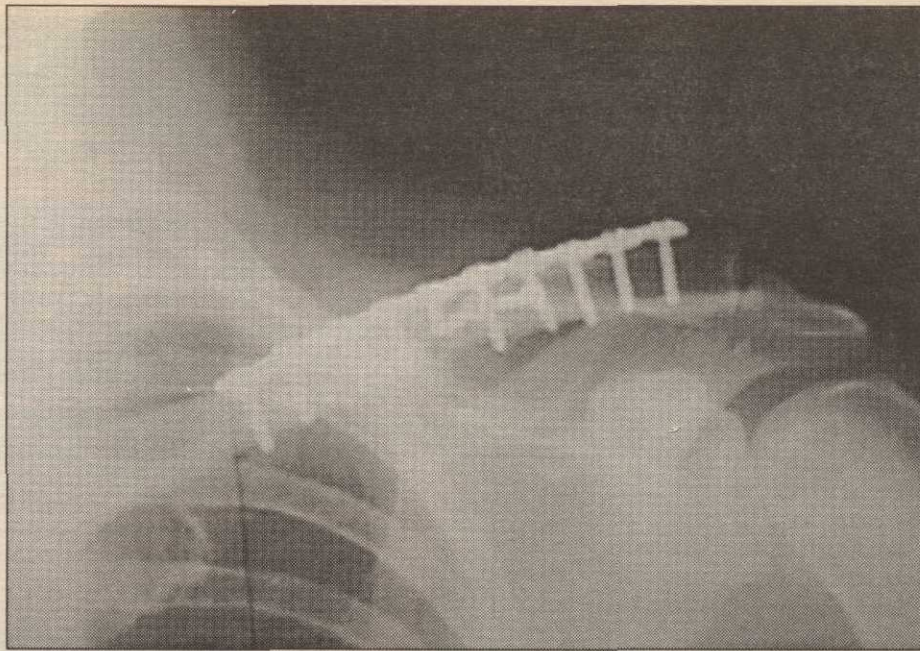
**Dr. Ting:** Exactly. Just because that's been the closest thing that we have any knowledge of.

**RW:** There is definitely more support for those sports here in the States.

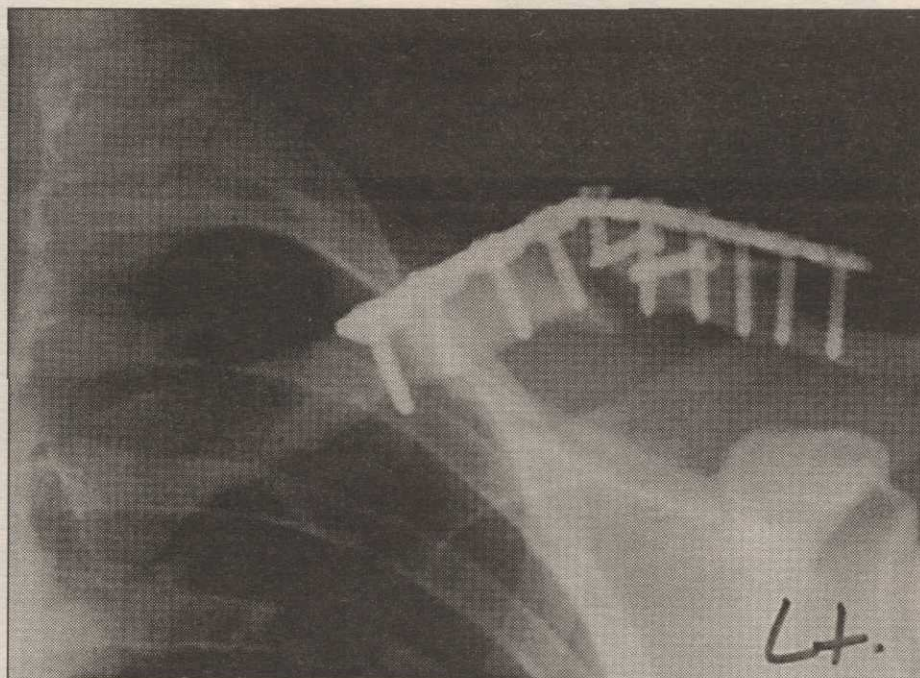
**Dr. Ting:** Exactly. They've seen the athletes and they've been around them. Quite honestly, they don't enjoy speculating. They've been to Laguna when they used to have the GP [shows picture of family taken during U.S. Grand Prix at Laguna Seca], but they don't follow it because there is so much else going on. I think if I were doing it they would be involved.

**RW:** You mentioned going to Suzuka and I've heard the people in your office talk about that. Do you go every year? To spectate or to work?

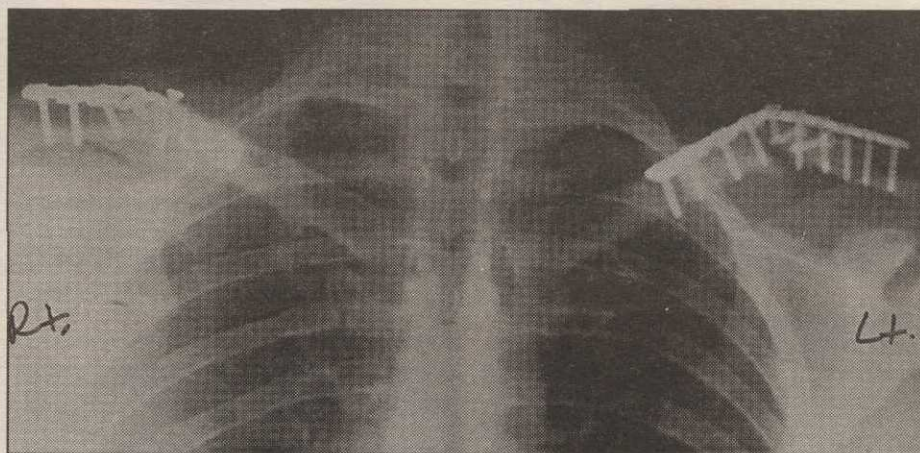
**Dr. Ting:** We go there to work. I think



*X-ray of James Lickwar's collarbone, six weeks after surgery.*



*X-ray of James Lickwar's collarbone, eight weeks after surgery, and five days after going to the WERA National at Portland and complaining of a sore shoulder.*



*Two wrongs don't make a right: X-ray of James Lickwar's matching set of broken collarbones.*

in 1988 or 1987 was the first time. I picked it up because in summer camp for football when we weighed the players—if they lost more than 10 pounds we'd have to give them IVs. During exercise, blood flow is directed to the muscles. That's why your stomach "shrinks" and cramping occurs if too much fluid is consumed. So I told Dean Miller that we should use IVs. We brought the IV fluid and we had Wayne (Rainey) and Kevin (Magee) the first year Yamaha won. Athletes are very superstitious. If

something works well they attribute it to that. I think it helped but it didn't win them the race. So every year since then they've had me use IVs.

**RW:** I know it's not legal in AMA racing. Is that because of the complications associated with it?

**Dr. Ting:** I don't know why they've done that. You can administer drugs intravenously but they do drug testing. It's not a stimulant. We're just re-hydrating the athlete. We use it in all other sports, like if somebody is

dehydrated or has the flu, at half time we'll give them IV fluids. Routinely.

**RW:** Actually I've cheated. My roommate is a nurse and when I was racing locally I'd come home from Saturday club practice at Sears Point when it was a 90-degree day and hang an IV in on the side of the couch, and I felt great on Sunday.

**Dr. Ting:** There is no performance enhancement benefit except it's a faster way to re-hydrate you. So I wouldn't really look at that as performance enhancement, because you're not getting a stimulant or any kind of drug.

**RW:** And it's something that can't be replaced by just drinking more water?

**Dr. Ting:** No, because of what I was just talking about. Your stomach shrinks down and that's why you'll get a cramp. Your blood flow is getting shifted to the part of the body that is doing all the work. In an endurance race it could help you out quite a bit.

**RW:** The cramping is actually a good thing to talk about because there has been a rash of people having arm-pump problems. My friend Lee Acree—I know he consulted with you a few weeks ago. He is the Formula USA 600cc Champion, and had a doctor in North Carolina do the surgery. He just won the Formula USA races over the weekend in his first race back after the surgery. And Larry Pegram has come to see you for the same procedure.

**Dr. Ting:** Yes, many motocross racers have also had it done.

**RW:** My reference point for that is always "my gloves are too tight, my leathers are too tight, or I didn't stretch out before I got on the bike". At what point does it become a medical problem and not a training issue?

**Dr. Ting:** Well, first of all the so-called "Arm Pump" is the name it's given out on the track. It actually is a form of what medically we call Chronic Compartment Syndrome. It's activity induced, and I've added that part of it because it's unique to the motorcycle racing population. It is a form of Chronic Compartment Syndrome, which just means that the work of the muscle causes increased blood flow, and because the muscle is housed in this osseous facial compartment made up of bone and the muscle covering—there is only so much room for this pumped-up muscle to grow. And as the pressure increases with activity it's known that pressures with exercise can increase up to a hundred millimeters of mercury. Whereas normal resting pressure is anywhere from zero to 10. So once you get above a certain level it impedes the blood flow. Blood can get in because that's pumped in at a higher pressure but it can't out, which is lower pressure because it gets trapped. It continues to pump up, and there are only a few activities that people do with their forearm that can cause this type of situation to occur in a dynamic fashion. Motorcycle racing is one with the clutch and throttle. If you think of other things there aren't too many other activities that reproduce that situation. That's why I think it's activity induced. True Chronic Compartment Syndrome is one that the pressure increases, but with rest it doesn't fall off. It doesn't improve. That's true



Chronic Compartment Syndrome. In this activity-induced Compartment Syndrome that I've named, so to speak, when the motorcycle racer rests, his arm gets better. So in the strict sense it's not true Chronic Compartment Syndrome. That's why I don't run the test to diagnose it because most cases it's normal. But for a racer who's using it for maybe an hour or so it gets to the point he can't, like you said, his hand gets numb so he does get relief from doing a fasciotomy. And the treatment is termed a fasciotomy.

**RW:** You cut the covering? How does it work? Does the membrane then grow back?

**Dr. Ting:** It can but usually not. It just allows that muscle to expand more. Does it get rid of the problem totally? Not in all cases. Does it help? Yes. Definitely helps.

**RW:** Would you consider it to be a simple operation?

**Dr. Ting:** The problem arises where some doctors will be hesitant to do it simply because they've never heard of doing it for that reason. And that's when, again, you have to understand the sport.

**RW:** They do it when it's chronic and they can see it.

**Dr. Ting:** They can actually measure for it. Or acute Compartment Syndrome is when you have a broken bone or broken artery where it just blows up and it compromises. That's when you would do it in an emergency. But in this case (racing) it's an elective procedure and it's real specific. That's why guys will go and have it done. If another doctor calls me I say, "You have got to stop the bleeding before you close the wound." Because the only complication you get is big hematoma from bleeding and it takes forever for the patient to heal. Like Pegram—there is no way he would have been able to ride in two-and-a-half weeks if he had a blood clot. I'm real careful about that. The first one I did was on a Japanese rider in the mid-'80s. I've been doing this for over 10, 15 years.

**RW:** Was it something that you came up with?

**Dr. Ting:** Just the symptoms. We had the guy try to reproduce it. It got rock hard.

**RW:** Was that the established procedure for Compartment Syndrome at that time?

**Dr. Ting:** Yes. What I do differently is I do it through a different incision; I can do it without a large incision. I saw one guy from Europe had an incision from the elbow to the wrist. And just through experience I've been able to figure out how to minimize the trauma to the athlete and cure the problem.

**RW:** I remember when Scott Russell got hurt at Daytona this year—he was injured really badly. Were the incisions they made in his leg to treat him for acute Compartment Syndrome?

**Dr. Ting:** Yes. Lacerated artery. That's exactly acute Compartment Syndrome in the thigh. They thought it was from the fracture initially, and I know this first-hand because I talked to the doctor. Even though it's documented in the literature that people can get compartment syndrome in their thigh, I had never seen it in all the femur fractures I've seen. I'd just never seen it

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\*\* Street Rider Days

Dr. Ting

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happen. I was really amazed. I said, "You really had Compartment Syndrome within the thigh from that femur fracture?" He said, "In retrospect, we missed an artery that was lacerated." He admitted to me that they missed the fact that the artery was bleeding. And that is why he lost so much blood. They started to see his hematocrit drop. And actually he had a bleeder that was eventually repaired.

**RW:** Do you do consulting with other doctors? You said you've talked to other doctors on the phone—is that a normal procedure?

**Dr. Ting:** Yes. There are experts all over the United States. I'm not the only one that can do this procedure so I'm always talking to people. There's a kid in Fresno that got hurt and his dad called me. A motocross guy—Bobby Bonds. He called and I knew the surgeon in Bakersfield. Depending upon what it is, like Mick (Doohan) had the deformity—the malunion that healed crooked. There is a doctor here in San Francisco who is the foremost specialist in Illizarov procedure. So I'll call Kevin Louie to look at it. And he helped in Jason's second surgery. Jason had an Illizarov put on him and we felt it wasn't put on exactly correct, so it had to be altered.

**RW:** And that's an external fixator. That's the medical term for it.

**Dr. Ting:** Yes. An external fixture. There is a back specialist we use in LA, Dr. Bob Watkins. So he does all the back surgery. That's who Matt Wait has been seeing recently.

**RW:** For his neck?

**Dr. Ting:** For his neck and his back. He's had both done by Dr. Watkins. That's who operated on Troy Aikman's neck. It's funny because even if I use people that I think are competent and that are local, the athletes will migrate to the guy that has done other athletes. It's just they pick up on it.

**RW:** It's a comfort level.

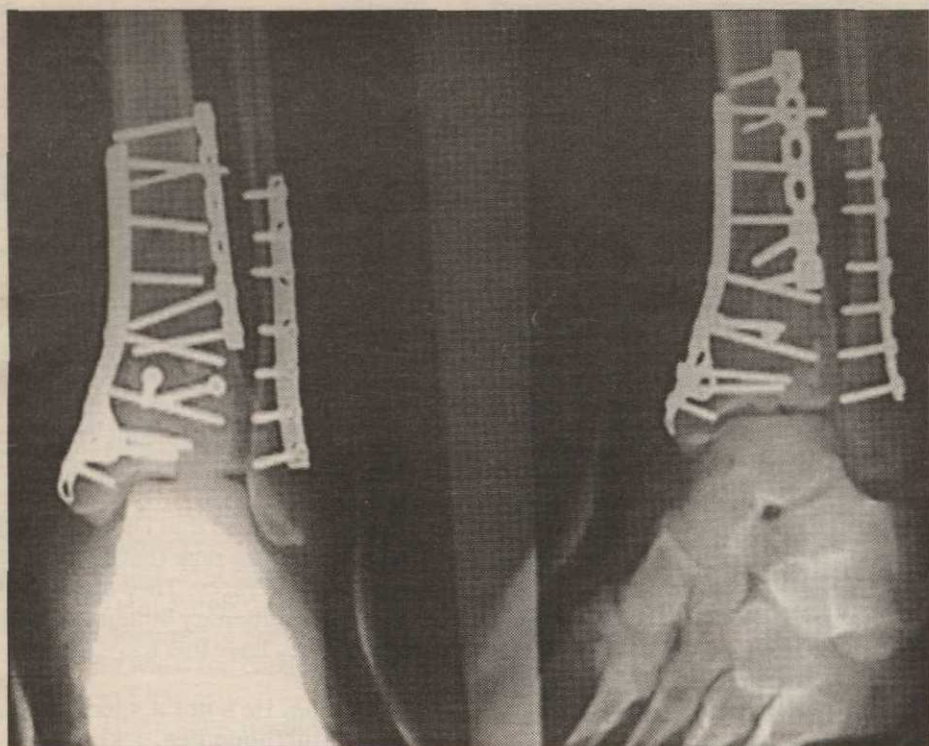
**Dr. Ting:** They know. I don't know what it is. Matt flew from Daytona this year straight down to Watkins because that's who he'll go to for his back. He was stable enough to go for his back. He had his arm fixed in Daytona—they ended up having to redo part of it, too.

**RW:** Yes. That was actually one of my questions. The same thing happened with Ryan Landers. He was a young rider from Texas who had the world ahead of him as far as racing goes—and now he's been forced to retire from injuries. But initially he had some problems with a plate that was too small. I think it broke. He had some infection.

**Dr. Ting:** Everybody has those problems. Your plate broke. You have to understand that we have a special population of people and they expect to be treated differently. And we try to treat them differently. If you treat them like an 80-year-old guy they're going to pick up on that I guess. We try to treat everybody the same and patients pick up on it. The thing about orthopedics is there are several ways to do things differently.

**RW:** If an agent calls you and consults with you on the phone and you don't have anyone to refer to, what





X-ray of Jason Pridmore's leg after surgery by Dr. Arthur Ting. Oddly enough, Pridmore and Lickwar crashed the same bike in 2001, making the score 34 screws, four plates, 2 men and one GSX-R1000.

do you say? Just get them on a plane? Do you bring them here if you don't feel comfortable with the level of the service or treatment they are getting?

**Dr. Ting:** I always give them the benefit of the doubt. Matt's dad called me when Matt crashed and I actually talked to the surgeon. They just feel better that you're going to communicate with them. Both times, I don't think he should have been transported, and Matt's telling them "I want to fly to California." Matt's dad says, "I'd like him to stay", and I'm telling him you just ought to keep him there. He's unstable. Just have them fix it. I talked to them—they injured his nerve and had to redo the surgery. They injured his nerve during the surgery.

**RW:** It's hindsight, though.

**Dr. Ting:** It's retrospect. Most of the motocross guys will come here no matter what. And when they do that we accommodate them.

**RW:** I had a question about specific techniques. Do you use alternate techniques for different riders? I remember reading that Doohan was set up so that he could continue to motorcycle race. I don't know whether it was a misinformation or not, but they said eventually he'll go back and have it reset for the rest of his life.

**Dr. Ting:** We tried to do it the best we could. We used that bone glue. I talked him into using it. There were only three people in this area who use it and I was one of them. I had access to it. In retrospect it had to be regrafted. I got all the experts who had used it. I pulled a doctor in from Arizona who had more experience in using it than I did, so it wasn't like we didn't have people who weren't familiar with using it. It saved Mick a bone graft, which he was in favor of, but it actually collapsed a little bit so we had to go back in and elevate it and repack it. But it eventually healed fine. But it was not to get him back racing because back then we knew he was thinking about retiring and he had told me that. His arm didn't even work—I mean he had nerve damage to his left arm, so there was no way he was going to come back that year. We kept everything pri-

vate because that's the way he wanted it at the time, which everyone can respect.

**RW:** It seems like the last three 500cc World Champions I can think of, besides Alex Crivillé, have retired due to injuries. It's hard to see that. Rainey, Schwantz, Doohan.

**Dr. Ting:** They get beat up, boy. They get beat up when they crash.

**RW:** When I looked at my first X-rays I was impressed that the screws were a different pitch. Do you have special hardware that you use? I thought my other plate (in the right shoulder) was stainless, is that true? Is it possible for the right one to be stainless?

**Dr. Ting:** Yes. How the pitch difference is depends upon the density of the bone. If it's softer bone you use what we call a cancellous screw, which has a wider pitch to it. Wider and deeper. It's a better bite in soft bone, where cortical screws are narrower and the pitch is naturally greater.

**RW:** Jason told me to ask you about the coral story.

**Dr. Ting:** You see that's another thing. I try to be as innovative as possible. One of the things you can see in orthopedics is people settling in on one type of treatment. They are able to do something really well and they continue to do that—which is good. Sports Medicine is such that things are changing all the time. You want to be able to do it faster with less trauma, be less invasive; 90 percent of the surgery I do is not the trauma; it's all this other stuff—ligament reconstruction, shoulder arthroscopy. In orthopedics it's trauma. You're trained to do trauma in orthopedics sports medicine. But the sports medicine stuff—it's all this tissue rearrangement. ACL reconstruction, shoulder reconstruction.

**RW:** That's where your craft comes in.

**Dr. Ting:** Right. That's when the arthroscope is used, that's what I think I'm best at. Now I'll give you some examples to some funny stories. I don't take

.....  
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emergency room calls, and that's where you see most of the fractures and things. My entire trauma comes in from motorcycle racing—predominantly, unless a guy gets hurt on the soccer field. So I call it elective trauma. The guys can transport themselves here. I don't have to wait up in the middle of the night for a guy to break his wrist or a clavicle. So it's real nice for me because I enjoy the trauma, but I don't like taking calls. It's a perfect situation. So with the mind of being innovative in term of the sports medicine, which keeps me going, I apply the same principles to the trauma. That Pro Osteon, the coral, was a hydroxyappetite made from coral and a new form of bone grafting. Plateau fractures are notoriously treated with bone graft, instead of taking it from his hip we use the coral. Just like Mick—we used bone glue. I get companies that gravitate towards me because they know I'll try it if it's reasonable. So I've got these companies coming out and showing me the latest products. I'm not going to turn them away. I'm going to take the time and look at something new and deal with it. So that was Jason's story. He was the first guy and to this day I haven't seen anybody reject because it's hydroxyappetite. It's something your own body produces. It's like if you were allergic to salt or sodium, your body is filled with it. Jason's body rejected it.

**RW:** It's an amazing story.

**Dr. Ting:** So we had to go in there and take it all out and use another bone graft and repack it.

**RW:** He said you didn't believe it when he called and told you his body was rejecting it.

**Dr. Ting:** No! And the company was all over it—calling him. Wanted to know his name—they'd never seen it. But you know Jason. (Dr. Ting does his best nonchalant Pridmore impression. "Doc, there's stuff growing out of my leg".)

**RW:** I used a bone stimulator before and I read that Nicky Hayden came to see you. He had one for his wrist injury earlier this year. Is that something that you subscribe to?

**Dr. Ting:** For the scaphoid it's classically known to have a poor blood supply. Non-union. Ricky Johnson's bad wrist is a result of a non-union navicular fracture that never healed and his wrist collapsed. Troy Lee's got one. I could go across the board. So Nicky comes in with one that initially didn't show up on X-ray, we kept X-raying it and we actually did an MRI and it showed up. Otherwise, God forbid he may have developed a non-union if we didn't pursue it. That brings up another point. When these guys come in here it's not because they're coming into visit me, there is really something wrong. So if he's complaining of wrist being in pain, I get a normal X-ray and I'm still suspicious.

**RW:** That goes back to the level of tolerance. There's a reason why they've come here.

**Dr. Ting:** Right. And I think that's another thing these guys know is that I know what they do and I think that gives them a level of comfort just the fact I know they're falling at 100 mph. When they come in here it's not just to

say hi. They're flying in from somewhere. That's why we put the stimulator on Nicky. It didn't show up on X-ray and I had two of them done, and I pursued it with an MRI and it showed up. I put him in a cast and put a stimulator on it immediately.

**RW:** I used the bone-stimulator on my other shoulder; I think the acronym is PEMF (Pulsing Electro Magnetic Field). I read about it when it was prescribed. I'm not sure if it did anything but I wore it, and there was a lot of attraction to it. People wanted to know what it was.

**Dr. Ting:** It's controversial. I try to describe the theory as the same principle with those magnets people wear. Same type of theory except this has a unique wavelength. They've been able to figure out the certain wavelengths to promote bone-healing elements. Like Bone Morphogenic Protein, insulin-like growth factors that are important to bone healing. So they had actually proven that with certain magnetic fields, like the bone stimulator, is specific for that. The magnets that people wear are not as specific. You really don't know what you're getting.

**RW:** It's a specific wavelength? I didn't know that.

**Dr. Ting:** There is some science behind it. The other thing that helps me is when I see something new—instead of saying it doesn't work I want to learn about it, even if I'm not going to be able to use it. At least I want to be able to tell my patients why it works and why I don't think it will work. Racers and all athletes, as long as it doesn't hurt them they want it. If it doesn't hurt them, I'll prescribe it.

**RW:** Throw everything at it, so to speak. Do you have any advice for people who get injured, on what is the best track to take? It could be anything from a common sprain to a broken clavicle.

**Dr. Ting:** I think the sophistication of the public is becoming so high that they're most of the time, and access to the Internet, that people come in real educated and that's smart. I think they know what their options are, and not to get trapped with one opinion if you're not satisfied with it. Don't be afraid to ask questions or to get a second opinion. For most of the time it's pretty standard—there will be only one way to treat it. There is a story I want to tell you. At my old group, I saw a guy with a tibia fracture who is a racing fan, he's not a pro racer but he did break his tibia riding a motorcycle. He went in and had it operated on by my previous partner because he was HMO. It subsequently did not heal and actually displaced a little bit. So he came here on his own because that orthopedics wouldn't refer him because he told that patient that with regards to trauma—he was as qualified as I was. The patient came in and said it was public knowledge that I had more experience than him because of all the people I've treated. It's on the Internet. So I thought that was interesting. In the orthopedic community I am not looked at as trauma surgeon.

**RW:** I didn't know until today that only 10 percent of your business is trauma.

**Dr. Ting:** I was trained at UCLA County, that's a huge trauma center, and one nice thing is that I've been able to maintain my trauma skills and knowl-

edge I have by treating racers. Basically orthopedics is the same approach to different things. When we're dissecting out shoulders and things like that the approach is the same. Fixation, etc. It actually keeps me stimulated by participating in it. Most trauma surgeons don't do sports medicine. Agents send their top athletes to Jim Andrews, Steadman. They won't rod a tibia; they won't put an Ilizarov on anyone. They haven't been trained to use the spatial frames. And I have, so I keep involved in that because of the racers. I want to be able to take care of those guys when they get hurt.

**RW:** That's good. We appreciate that.

**Dr. Ting:** I'm around those people. When one of my athletes breaks his tibia I'm going to fix it. Or like when Nicky Hayden breaks his navicular I don't have to send him to a hand specialist. I've done hundreds of naviculars because of those guys. I enjoy doing it.

**RW:** Do you have any problems with me printing my X-rays?

**Dr. Ting:** No.

**RW:** Even the broken one? Do you have any that you're proud of?

**Dr. Ting:** I think Jason's got a great one. Put the CAT scan in. A Pilon fracture is one of the hardest fractures to heal. There is a guy who flew from Japan to see me today, but he had his surgery done in Washington at Harbor View. He's got a stiff ankle right now because it wasn't fixed exactly right. Jason's got a fracture that's worse than his and he's already able to move it. So far it's going great.

**RW:** He said he is in a pseudo-walking cast now.

**Dr. Ting:** Yes. And the guy that helps me with a lot of this stuff, Bill Brown, he's a vascular surgeon. He broke his ankle riding a bicycle about a year ago and he's stiff because of a malunion. It was fixed-rotated. I didn't do the surgery. I'm looking at Jason's and he's got a bad fracture but so far he's got really good results.

**RW:** Based on how fast his clavicle healed it seems like he's got a head start on healing for whatever reason.

**Dr. Ting:** Yes. He just can't put weight on that—it's an unstable fracture. It's one that you have to have knowledge of and I keep telling him that. He trusts me because he knows. Everything looks okay—his ankle is moving and healing fast. He'll probably be able to race this year. I'm just not going to take any chances because this is something that could affect him permanently.

**RW:** And the risk of that is too high. I read that Dr. Costa's Clinic has opened up a website and it seems like there is two reasons for that. One is education and it's also to drum up some business (or sponsorship). Do you have all the business you'll ever need? How do the referrals work? Is it mostly word of mouth?

**Dr. Ting:** Yes. I have an Internet site through one of the companies but I don't keep up on it. I just don't have the time to work on it. I think that kind of PR is not something that I really look for. Medicine has always been somewhat conservative. I myself have this TV spot I do for high school and it's a fun part of it, but I don't use it to drum up business. I want people that want to be here basically. We treat our patients

like they are our friends. I just look at this as a profession that it's the most rewarding in that you're always helping somebody. It's challenging. I think the challenge I look for is I like treating the guys that are at the highest level of what they do. GMs and agents have pressured me, it doesn't bother me. People ask, "Have you ever done this before?" If I weren't confident I wouldn't do it. You got to have a lot of self-confidence to do this. I don't lack confidence. I just don't think the website...I use the Internet all the time. Self-promotion...if someone wants to do it for me I wouldn't have a problem with that.

**RW:** I also read that Dr. Costa had four semi-trucks now that they drive around at the races. They started off having one stationary building in Italy and now they have this traveling medical show.

**Dr. Ting:** He's not a specialist in terms of orthopedics. I know that because I've talked to him. But in Europe general surgeons are trained to do a little bit of orthopedics so he can do it. I can't do some of the stuff he does like the general surgery stuff. I can't take out a spleen and I wouldn't want to. But I know I can fix a fracture better than him. Racing needs somebody who is on-site there. That's what he does.

**RW:** Do you think they should have something like that here? There are only a few tracks in the U.S. that they have an infield care center now above and beyond an ambulance—though it seems like they're heading that way.

**Dr. Ting:** The stuff that I do is semi-elective. A guy breaks his humerus or something he's not going to die. I think paramedic emergency care stuff needs to be there, but there is only so much you can do anyway. So I don't think somebody like myself really needs to be at the track. I don't feel like I really need to be there. The guys they need are ER doctors, trauma surgeons. Recognize a spleen that's ruptured. Nobody is going to die from a blown-out knee or sprained ankle. When I cover games that's the one thing. I'm ACLS certified, which means I can resuscitate somebody and I can recognize it. But the person I have at all these hockey and pro events is an ER Doctor. I'm not worried about the guy that sprains his knee. I'm worried about the guy that has a neck injury—we have to be able to transport that person. The U.S. is well equipped. They've got the paramedics there, the guys who are going to transport. It would be nice to have a trauma surgeon and I know at Laguna Seca they do have that. I think that's appropriate.

**RW:** I've been in the trauma center there and I remember being impressed with it.

**Dr. Ting:** I don't think Costa's credentials are complete. In a way the GP racing stuff is medically understaffed. He's just been around for so long. He loves racing so he has a real interest in being there which is good. But is he the most qualified person? I would go on record as saying probably not.

**RW:** He may trade off some of those things for that. He's willing to go the races week-in and week-out.

**Dr. Ting:** And he caters to all the guys. He knows who Mick Doohan is,



which is what they need also. These are all guys who are very high profile in their country and they are used to being treated different and that's how he treats them, which is what they need. A person who is trained is probably not interested and doesn't want to be there. So you're not going to get that individual. You get somebody who at least understands when somebody is under cardiac arrest and knows how to perform CPR and pump on his chest as opposed to breath for him when he's still breathing. There are definitely trade-offs. But ideally I think it's wrong if you try to come off as something that you're not. I tell everybody at these events that they don't want me there. You want an ER doctor, and if you watch the NFL most of the team doctors are orthopedics like myself. But when somebody dies that's when it will happen.

**RW:** That's what it will take?

**Dr. Ting:** I have an ER doctor at every event—every hockey game. I have an ER fellow or ER doctor there. The only other team that does that is Kansas City Chiefs.

**RW:** In racing there have been a lot of safety issues over the last several years—riders having to boycott a track in Illinois. Our class did it last year at Loudon and the 600cc class did it this year, which is a higher profile class with factory riders. That's always the question, what's it going to take for them to focus on track safety? Miguel Duhamel and Tom Wil-



*James Lickwar at Daytona in March, 2000, long before having a collarbone plate break.  
Photo by Brian J. Nelson.*

son hit the wall at Loudon and they improved that part of the track—so they needed to move on to some other parts of the track or the whole track in general.

**Dr. Ting:** That is the sad thing. It usually takes a catastrophic event for somebody to change something.

**RW:** I wish we could be proactive rather than reactive.

**Dr. Ting:** And especially when it's someone's life. I couldn't live with myself. Anthony came here for surgery and I convinced him that he didn't need it. And I was telling Keith McCarty that I would set him back at least three days if I operated on him.

**RW:** They're feeling the heat because he's always done well at Laguna.

**Dr. Ting:** We're going to try to get

him to race. I make money doing surgery—my incentive is to operate on him. I know he'd have a good result even if I didn't. That's why Yamaha sent him to me. They wanted the best opinion and I'm told them he does not need an operation.

**RW:** Is there ever a time you don't do surgery?

**Dr. Ting:** Yes. He's the most recent one. And then John, there's Kocinski—I should've operated on him. I watched him for a week and I didn't do the initial reduction so I didn't know how stable it was. He's test riding. You've got to deal with different personalities. That's the other key thing. You're a chameleon. You've got to change colors constantly.

**RW:** That's part of providing the service.

**Dr. Ting:** If you're not tolerant to that, how do you deal with these guys? And the racers are the best guys and the hockey guys are good. But when you deal with some of these inner-city personalities—basketball, football, you have to be tolerant. I can get along with everyone—I can deal with the agents. And everybody thinks they are the most important person. I know that and I'm willing to give them that. You do have to treat them like they are the most important person.

**RW:** (Laughter) I know when I'm injured I'm the most important person in my life.

**Dr. Ting:** Exactly.

**RW**



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# Ben Bostrom Blasts Them All At Brands Hatch

By Glenn LeSanto



Before the first race at Brands Hatch was red-flagged, Ben Bostrom (155) was leading Neil Hodgson (100) and Colin Edwards (1). When the race was restarted, Bostrom beat Hodgson and Edwards on aggregate time. Photo by Sports Photography.

Californian Ben Bostrom is the man of the moment in the Superbike World Championship, the L&M Ducati rider writing himself into the history books by winning his fifth race in a row—and his second double—at Brands Hatch. The last rider to achieve this was no less than Mr. World Superbike himself, Carl Fogarty, in 1993. Fogarty won two races at Anderstorp in Sweden that year, followed by two at Johor in Malaysia, and then the first race at Sugo, Japan. If Bostrom wins the opening race at Oschersleben in September he'll be the first World Superbike rider ever to have won six in succession during the series' 13-year history.

Here and now, at Brands Hatch, Britain's Neil Hodgson did his best to stem the Bostrom tide; he was the only rider on the day who could be compared to Bostrom. But a combination of Bostrom's prodigious talent and an overheating GSE Ducati conspired to leave Hodgson with two second-place finishes in front of a claimed 122,000 fanatical British fans. Although the fans were enjoying the searing Mediterranean-style heat, the mechanics and tire technicians were cursing it as track temperature rose above 50 degrees C (122 degrees F). Even the British Superbike regulars were forced to junk

settings from a British National race held at Brands just a month earlier, but in far cooler conditions. "We don't have any advantage here today," declared British Superbike points leader Steve Hislop. "The settings—tires, suspension and even gearing—they're all completely different in this heat."

Bostrom didn't have it his own way all weekend; Hodgson led the qualifying on Friday, his time of 1:26.833 enough to put him in front of Wild Card rider Hislop and his Monster Mob Ducati. Hislop's brilliant ride on privateer machinery saw him second in the first timed qualifying session with a time of

1:26.863, just a whisker behind Hodgson's best time. Pierfrancesco Chili showed there's life in both him and the Suzuki GSX-R750 yet by qualifying third in front of Troy Corser. Bostrom was fifth-fastest and reigning Superbike World Champion Colin Edwards was way back in ninth at 1:27.540.

Bostrom was struggling to get the gearing set up correctly for the difficult Brands Hatch circuit, with its mixture of on-and-off-camber turns, fast sweepers, hairpins and fast straights. Edwards was upbeat, declaring himself satisfied with the day, despite his lowly ranking on the timesheet. "We didn't bother with a qualifying tire today," said Edwards, "so I know I have at least half-a-second to come off that time."

On Saturday there was no let-up in the hot weather. As the crowds poured into the circuit the teams and riders worked in conditions that Bostrom described as "just like back home in California!" Colin Edwards put on his qualifying tire and found more than the half-a-second he had predicted: He rose to the top of the time sheet, putting him last out for Superpole, with a time of 1:26.556, just 0.096-second ahead of Hodgson. The fans who have in the past roared for Carl Fogarty have been quick to change allegiance now that Foggy has been relegated to talking instead of riding (he now does color commentary for BBC television's WSB coverage in the UK). A sea of orange shirts, hair and novelty seat cushions with Hodgson's number 100 printed on them could be seen in the grandstands as the riders prepared for Superpole.

Hodgson made it three pole position starts from four races with a superb Superpole qualifying run. He put in another copybook lap to push his rival, and Isle of Man neighbor, Hislop back into second spot. Bostrom qualified third to make it three Ducatis, all with Dunlop tires, on the front row. Edwards on the Castrol Honda finished up the front row in fourth.

Corser on the factory Aprilia was



Big Bad Ben Bostrom, the man critics once wrote off as useless in World Superbike, has now won five straight races. Where are his critics now? Photo by Sports Photography.



eighth-fastest, suffering the ignominy of having no less than four British privateers, two of them Wild Cards, lined up in front of him on the grid. The ever-improving rookie, 20-year-old James Toseland, put his GSE Ducati sixth on the grid, with the Reve Red Bull Ducati of British Superbike regular John Reynolds behind him in seventh. Chili qualified fifth.

"Everything is going so well at the moment," said an elated Hodgson after Superpole. "My riding is better, the bike is working better, the tires are great and the team is working really well together—it's all making my job easier. I also think we Dunlop riders have the edge with tires at the moment."

Bostrom echoed Hodgson's comments on the tires, saying "The Dunlops seem to be the favored tire at the moment." Bostrom also admitted that he hadn't enjoyed his visit to Brands last year, "I didn't like Brands but I'm

with help from the sparks created by the sliding bikes. The Race Director was left with no choice but to stop the race.

When the race was stopped Bostrom was leading Hodgson with Edwards in third. The race was restarted with the new grid decided by the race positions at the end of lap 10. At the restart it was Hodgson and Bostrom at the front again, the pair battling out lap-after-lap, swapping places as they rode around in the scorching heat.

But Bostrom had the advantage; he was just over a second ahead of Hodgson at the end of the first segment of the race so he only needed to finish close behind Hodgson to win. In the end Bostrom did just that, crossing the line 0.316-second behind Hodgson to secure the win on aggregate time. Edwards, who was second when the red flag waved, had done enough on the Castrol Honda to hold onto third,

more Championship points when Peter Goddard finished in 13th after a long dice with Castrol Honda's Tadayuki Okada. Although Goddard beat Okada over the line, Okada finished in front of him, 12th on aggregate time. Hislop's progress was halted due to front

circuit on their Ducatis. This was Superbike racing at the highest level—and its most entertaining.

But the strain started to show on Hodgson's privateer machine and with 10 laps to go water spilled out of Hodg-



Ben Bostrom chases Neil Hodgson and leads John Reynolds in a Ducati freight train in the first race at Brands Hatch. Reynolds retired, Bostrom won.  
Photo by Sports Photography.

enjoying it much more this year. The crowd is awesome."

Hislop was top Wild Card rider in Superpole after qualifying third. "I really wanted pole but Neil got me back for beating him in Superpole at Donington earlier in the season. I just hope that I can make it further than the first corner!" he joked.

Championship leader Troy Bayliss had a difficult Superpole. Shortly after he started his flying lap smoke could be seen pouring from the rear of his Ducati. He had a big slide halfway around the circuit and was obviously just hanging on for a finish. He qualified way down in 14th. Edwards blamed Bayliss' problems for his own failure to make pole, saying he thought the Ducati may have left oil on the track and that he had been taking it relatively easy just in case. However Bayliss' problems didn't have the same effect on Hislop or Hodgson, who rode their flying laps after Bayliss—and both qualified ahead of Texan Edwards.

#### Race One

In race one Bostrom took his fourth victory in a row, winning the two-part race from Hodgson. The race was red-flagged after a spectacular crash by Wild Card rider James Haydon at the exit of Surtees. As Haydon went down after high-siding his Yamaha YZF-R7 the luckless Robert Ulm found himself with nowhere else to go but up and over the stricken Yamaha's belly pan. Both machines crashed heavily into the Alpina Air Modules and Ulm's Ducati sprayed fuel from its punctured tank, and the mixture literally exploded



Jorg Teuchert (1) won the Supersport race at Brands Hatch by 0.011-second. Here, Jamie Whitham, Andrew Pitt and Karl Muggeridge (5) pursue. Photo by Sports Photography.

even though it was Bayliss who finished third on the road. But Edwards' race-one advantage held the Texan up for some more valuable Championship points. Bayliss finished in fifth on aggregate time, with Chili in fourth. Corser had another difficult race—he was way back in eighth. Benelli Sport took three

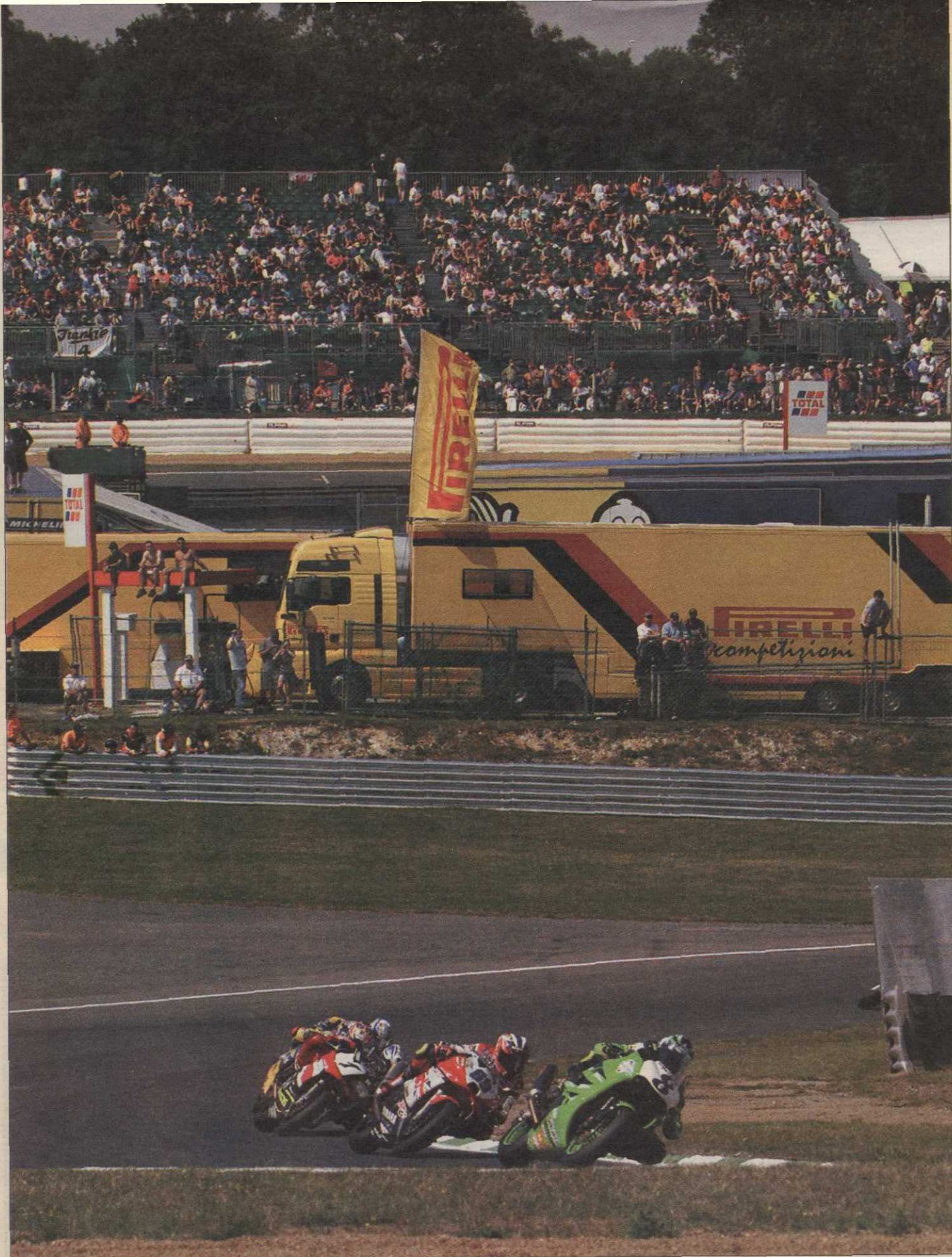
in a race-long duel, much to the delight of the spectators.

Both were riding on the absolute limit and had left the rest of the field more than 10 seconds behind by the checkered flag. Both riders admitted that they were close to crashing several times as they thundered around the historic Brands

the revs down—in order to keep up with the charging Bostrom. With only two laps to go Hodgson's engine was running at over 120 degrees C (248 degrees F) and the reigning British Superbike Cham-

.....  
continued on page 48





Andrew Pitt (8) leads Jamie Whitham (69), Jorg Teuchert (1) and Karl Muggeridge in their Supersport battle at Brands Hatch.  
Photo by Sports Photography.

## WSB Brands Hatch

continued from page 47

pion was forced to admit defeat and settle for second, rather than risk blowing both an engine and a podium finish.

"My plan for the race was to go as fast as I could for 25 laps," joked Hodgson afterwards. "But with 10 laps to go my bike started to overheat. I tried to keep the pressure on Ben but he just kept his head down and I was left staring at his backside yet again!"

Bostrom was typically modest after the race, telling reporters, "Troy Bayliss is doing a great job, he's riding really well and he's really consistent." But Bostrom had to admit that his chief rival on the track at the moment isn't Bayliss, even if the Australian is his target in the Championship itself. "Neil Hodgson is the man to beat at the

moment, we seem to be racing each other all the time lately. It's a lot of fun. But he's pushing me really hard and I was glad to have that small power advantage today."

Championship leader Bayliss came in third but wasn't feeling well by the end of the race, possibly as a result of the hot weather. Bayliss staggered up onto the podium and didn't appear for the post-race interview. Edwards continued to see his Championship slip away from him; the five points he clawed back from Bayliss in race one were cancelled out in the second race when he finished fifth behind Chili. Toseland had his best result of the season, finishing sixth. Hislop's challenge again vanished in a DNF, this time from mechanical failure.

Corser struggled again and finished way down the order in 13th, and saw his Championship chances all but disappear as Bayliss maintained his title lead, and Bostrom jumped over

him in the Championship standings. Corser claimed that his problems were down to tires. "To say I'm disappointed would be the understatement of the year. I'm fed up and very frustrated," complained Corser. "I came here to win

two races and ended up with just 11 points! I rode as hard as I could under poor conditions and there's no way I could have ridden any harder without crashing. Once again we had problems with vibration—caused probably by the tires. Ever since Japan, we've had tire problems and we keep telling them, but nothing improves. Most of the time the tires aren't round and that causes vibration and the bike becomes almost impossible to ride. When we spin the tires on a spindle you can see that the tire doesn't spin freely. It's really, really frustrating and I just don't know what to do at this stage. Something has to be sorted out—and soon."

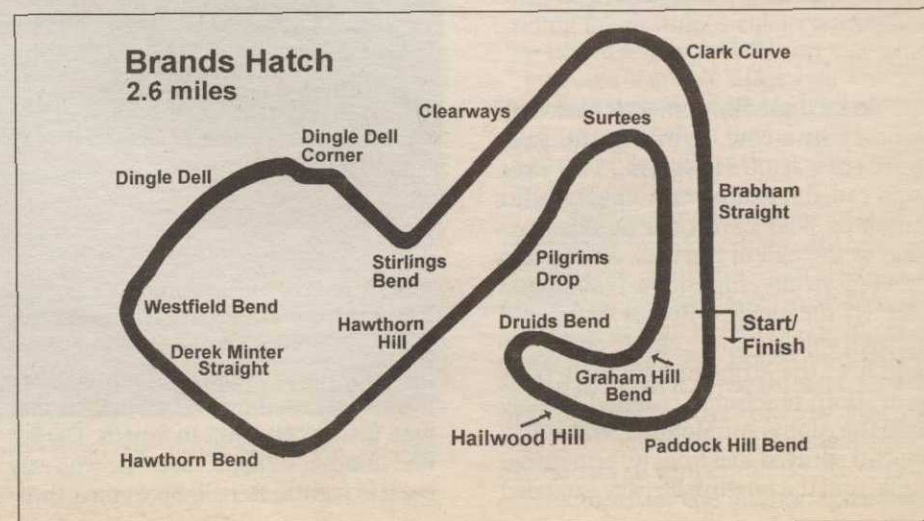
Bostrom is now third in the title chase, just 3 points behind Edwards, 56 behind leader Bayliss and 21 points ahead of Corser. With three rounds left, and a possible maximum of 150 points on offer, it's not inconceivable that Bostrom could win the World Championship. He certainly believes he can do it; he's a man full of confidence and at the top of his game. Hodgson, who has been taking points away from Bostrom's rivals, may end up being the Californian's best friend, rather than his biggest rival, if he continues to get in between Bostrom and the others.

## Teuchert Wins In Supersport Photofinish

Reigning Supersport World Champion Jorg Teuchert was back on top of the title chase after an incredible race at Brands Hatch. The finish was so close that race control had to study a photograph to see which of three riders had crossed the line first. It was James Whitham on his Belgarda Yamaha who lost out, shaded back into third by Andrew Pitt by only 0.004-second with Teuchert taking the win. Both Whitham and Pitt looked disappointed on the podium. Pitt had done most of the running on his Kawasaki ZX-6R having taken the lead from Whitham early in the race. Teuchert beat Pitt by a gap of only 0.011-second, having passed Pitt coming out of the final turn. It was the closest finish in World Supersport history.

Whitham had lined up on pole for the start of the race after pulling a superb final lap out of the bag in Saturday's qualifying session. He raised his game enough with that one lap to shoot forward on the grid from 18th to pole. His comment afterwards was typical Whitham: "I dunno where that came from, I thought it were a mistake when I saw the time! But whenever I get a front-row place I get a crap start." Andrew Pitt, Fabien Foret on a Ten Kate Honda and Iain MacPherson on a Fuchs Kawasaki joined Whitham on the front row.

Whitham got a better start than he





had predicted in the race and was leading the pack by the end of the first lap. That lead pack was typically Super-sport in its make up, consisting of over half the field. As the laps progressed the front-runners thinned a little, leaving eight bikes in a very close group at the head of the race. Whitham was still there, as was Australian Karl Muggeridge and his teammate Katsuaki Fujiwara. The Alstare Suzukis even touched at one point with Fujiwara driving Muggeridge wide at Druids. The Australian had looked strong and was challenging for second spot when he lost the front end of his Suzuki GSX-R600, again going into Druids, on lap 14. MacPherson, Pitt and Teuchert stuck with the leaders as six bikes split off for the finale, any of the six in for a chance right up until the final half lap when Whitham, Teuchert and Pitt gained a fractional advantage, with Pitt leading the trio toward the flag. But it was Teuchert who got the better drive at the adverse-camber final turn, Clearways, to win by the tiniest margin.

Paolo Casoli, finished back in seventh after losing contact with the leaders. Wild Card Karl Harris had also been in the lead group at the start but he also fell back, later blaming tire and brake troubles. Pere Riba got barked in the first-lap melee to find himself right at the back of the field going into Druids, the second turn at Brands. He had a heroic fight back to finish a respectable sixth on his Ten Kate Honda CBR600F4i. His teammate Fabien Foret failed to capitalize on his front-row start after he almost jumped the start. He grabbed a handful of front brake just as the red lights went out. He was unable to recover due to set-up problems and finished ninth. MacPherson's challenge ended in the gravel on lap eight when he pushed too hard and lost the front end at Druids. He had been using an older spec engine after blowing his two main engines, one in qualifying and the other during the Sunday-morning warm-up session.

After the race Teuchert said his win was down to luck, "I saw Pitt have a small slide and thought I could win if I could hold a tighter line than him through Clearways, it worked but it was luck!"

Teuchert now stands at the top of the points table again, and looks set to keep the Number One plate if he stays on his present form. He's overhauled long-term title leader Paolo Casoli by four points. Andrew Pitt is third and one time leader Kevin Curtain has slipped back to fourth due to injury problems. The podium was another all-Dunlop affair.

#### Honda's Heckles Wins Superstock Race

The Honda Fireblade CBR929RR won its first race of the 2001 season in the European Superstock series at Brands Hatch. Unlike Aprilia's victory in the last round, the Fireblade, ridden by Briton Mark Heckles, wasn't handed the lead by default. Heckles fought hard for his win and finished 2.3 seconds up at the checkered flag.

Heckles, who crashed heavily in qualifying, almost didn't make it to the race at all, his team spending Friday night rebuilding the ruined Honda, then taking it apart again on Saturday night when they weren't satisfied with the results of Friday's rebuild! Heckles didn't escape injury in the crash, suffering painful flesh wounds to one

shoulder and knee. In the race, Heckles fought his way back from a poor start to overhaul the Suzukis ridden by Championship leader James Ellison and second-in-the-Championship Walter Tortoroglio. Last year's Champion Ellison finished third, enough to hang on to his title lead, but Tortoroglio finished second and narrowed the gap to only six points. Heckles lies third in the table, 24 points back from Ellison.

#### Webster Wins In Sidecars Again

Steve Webster and passenger Paul Woodhead romped home in the World Superside Championship race at Brands Hatch with an emphatic win. Arch-rival Klaus Klaffenbock was forced to retire when his clutch failed while chasing Webbo and Woody. The pair beat Steinhäusen and Hopkinson by less than a second. The win means that Webster, the most successful Sidecar World Championship racer ever, now has a realistic chance of winning his ninth world title, despite an awful start to the season that saw him DNF in three of the first four races. Webster's Liveonscreen racing teammates, Ian Guy and Andy Peach, had their best result of the season, finishing on the podium in third.

The race was marred by a week-end of disputes over technical infringements and official blunders. The outfits must conform to rules governing minimum ride height. But attempts to enforce this rule were hampered when it was found that the scrutineers' measuring equipment produced different results to the rig used by the FIM. Klaffenbock tried to protest Webster's machine, claiming his ride height was illegally low, but arrived at race control too late. The paddock at Brands Hatch is some distance from the pit lane and the various official offices. "I saw Klaffee peddling like mad up to race control on his bicycle, but he'll have to get a faster bike!" quipped Webster. Ironically, Klaffenbock was excluded from the results at Misano for the same infringement. Webster and Klaffenbock are now absolutely neck-and-neck in the title; both have 95 points, three wins and one runner-up spot each. **RW**

#### RESULTS

**SUPERBIKE WORLD CHAMPIONSHIP RACE ONE:** 1. Ben Bostrom, USA (Duc 996R), 36:41.759, 107.216 mph; 2. Neil Hodgson, Great Britain (Duc 996RS), 36:43.267; 3. Colin Edwards, USA (Hon RC51), 36:50.961; 4. Pierfrancesco Chili, Italy (Suz GSX-R750), 36:51.775; 5. Troy Bayliss, Australia (Duc 996R), 36:56.393; 6. Ruben Xaus, Spain (Duc 996R), 37:03.641; 7. Stephane Chambon, France (Suz GSX-R750), 37:06.005; 8. Troy Corser, Australia (Apr RSV1000), 37:06.995; 9. Sean Emmett, Great Britain (Duc 996R), 37:07.569; 10. Akira Yanagawa, Japan (Kaw ZX-7RR), 37:08.311; 11. James Toseland, Great Britain (Duc 996RS), 37:08.479; 12. Tadayuki Okada, Japan (Hon RC51), 37:25.729; 13. Peter Goddard, Australia (Benelli Tornado 900), 37:28.936; 14. Steve Martin, Australia (Duc 996RS), 37:34.430; 15. Marco Borsicani, Italy (Duc 996RS), 37:34.831; 16. Mauro Sanchini, Italy (Duc 996RS), 37:37.291; 17. Giovanni Bussel, Italy (Duc 996RS), 37:38.107; 18. Bertrand Stey, France (Hon RC51), 37:38.644; 19. Martin Cragill, Australia (Duc 996RS), 37:45.769; 20. Juan Borja, Spain (Yam YZF-R7), 38:01.913; 23. John Reynolds, Great Britain (Duc 996RS), 17 laps, DNF, retired; 24. Gregorio Lavilla, Spain (Kaw ZX-7RR), 17 laps, DNF, retired; 28. Régis Laconi, France (Apr RSV1000), 9 laps, DNF, retired; 30. Steve Hislop (Duc 996RS), 1 lap, DNF, entered pits. Race Distance, 25 laps, 65.573 miles; Race Time, 36 minutes, 41.759 seconds; Race Average Speed, 107.216 mph; Victory Margin, 1.508 seconds; Fastest Lap, Chili, 1:27.194, 108.293 mph, Lap 13.

**SUPERBIKE WORLD CHAMPIONSHIP RACE TWO:** 1. Bostrom, 36:28.522, 107.865 mph; 2. Hodgson, 36:31.103; 3. Bayliss, 36:39.429; 4. Chili, 36:39.464; 5. Edwards, 36:40.007; 6. Toseland, 36:45.756; 7. Reynolds, 36:45.758; 8. Yanagawa, 36:52.442; 9. Chambon, 36:52.691; 10. Emmett, 36:57.854; 11. Laconi, 37:00.396; 12. Xaus, 37:00.556; 13. Corser, 37:01.090; 14. Lavilla, 37:01.450; 15. Okada, 37:01.722; 16. Goddard, 37:20.659; 17. Bor-

continued on page 66



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# Honda Sweeps Brainerd Superbike

By Bob Dragich and David Swarts

American Honda swept the top three spots at Brainerd, with Nicky Hayden leading Kurtis Roberts and Miguel Duhamel across the line. Hayden won with one of the most daring passes ever coming out of the last corner on the last lap. The official margin of victory was 0.005-second. The race for third place was so close that officials had to view videotape of the final few seconds to make their decision. When it was over, Duhamel was awarded the position by just 0.001-second over Yoshimura Suzuki's Jamie Hacking.

In addition to confirming the speed and the power of the Hondas at a fast track, the race did one big thing for fans of motorcycle road racing: It made the rest of the series for the year more interesting. Coming into this round, Suzuki's Mat Mladin had an apparently insurmountable points lead, 331 compared to the 286 earned by Kawasaki's Eric Bostrom. Mladin gained just one point the whole weekend at Brainerd, by taking pole position. In an extremely uncharacteristic move, Mladin crashed on the first lap of the race. The last time that Mladin actually crashed out of a race and was not able to finish was in 1996, in the rain at Mid-Ohio. Bostrom finished fifth at Brainerd and left the track trailing Mladin by 20 points with three rounds left in the series.

In the final minutes of the single Superbike qualifying session—the first session having been rained out—Mladin set a new track record with a best lap of 1:35.320. Mladin is perfect for the year, setting the pole at eight straight events, a new AMA record. The only person ahead of Mladin on any pole-winning list is Mike Baldwin, who won nine total poles during the 1983 season.

Duhamel was second fastest at

out with just one lap on a soft tire and came back in and got one 'Q' and just made it. We definitely have some more improvements to make on the bike (before the race). As far as for me, when we come into a race and it's either a double header or we get rained out of a practice session, we need all that time to get the bike situated for me 'cause we still don't have it anywhere near where I want it."

"I only used one qualifier—I had two," said Hayden, "because yesterday

half faster than I qualified last year for this race, so I'm kind of happy about that."

Duhamel said his second place on the grid would "make it a bit easier to get a good start. Obviously at Brainerd here it's hard to break away and hopefully I'll be able to guarantee that when I get a good start. Obviously Mat's going to be really fast; he's got his program working pretty good. Actually, Mat was out there and gave me a bit of a tow; I let him get away too



The first lap of the Superbike race at Brainerd and a possible turning point in the battle for the AMA Superbike Championship: Miguel Duhamel (17) leads Nicky Hayden, Steve Rapp (82), Eric Bostrom (32), Jamie Hacking (92), Kurtis Roberts (80) and Tommy Hayden (22) as Mat Mladin looks at his crashed GSX-R750 in the background. Photo by Brian J. Nelson.

1:36.073. Hayden was third-fastest at 1:36.270, and Roberts was fourth-fastest at 1:36.694.

Asked if he was happy with fourth place on the grid, Roberts said, "Not really. We had a lot of problems in qualifying. We changed the set-up and developed a real bad chatter. So the whole session we were trying to figure that out and I didn't get very many laps. With about 15 minutes to go we decided to change the fork springs. So we went

(when there was no qualifying) I had one left over. We were struggling a lot on race tires, so I stayed out a lot longer than I would like, trying to get my set-up better. So I only had time to use one of my qualifiers. I was going to come in and get another one, but I didn't have time. My fast lap felt pretty good except coming into the last corner Kurtis looked back, seen me coming, and then made sure he blocked me best he could. But that was cool. That would have been a little bit faster, 'cause it really killed my drive. I did one more lap, but I was so mad at Kurtis I was just riding too hard and actually went slower in my second lap. I went a-second-and-a-

much and I couldn't catch him up again, but it definitely helped chasing the pole-sitter around. The second lap, it wouldn't have made a big difference, I think. I was trying to close on him and went off the track almost in turn one. That little patch of asphalt (outside the corner) there is really strategically placed. It worked for me twice. Qualifying is not the strongest thing in my resume."

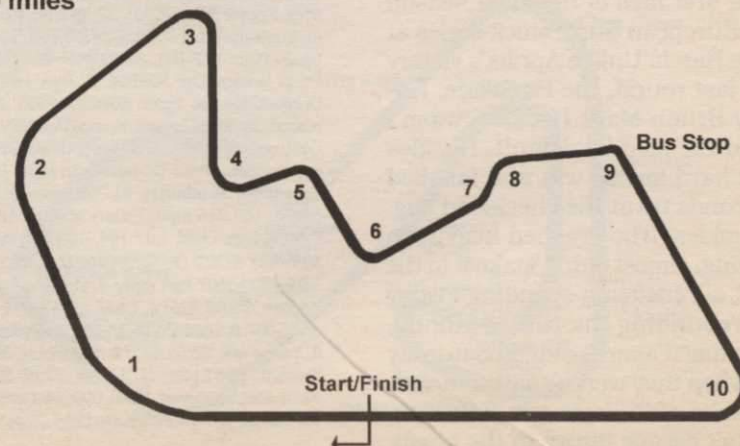
"It's always good to get that point," said Mladin about winning the pole position. "Qualifying went well and we're looking strong on race set-up as well. I'm looking forward to the race tomorrow

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Late in the Brainerd Superbike race, Nicky Hayden (69) is ahead of Kurtis Roberts (80), Jamie Hacking (92) Miguel Duhamel, Steve Rapp and Eric Bostrom slicing through lapped traffic. Photo by Brian J. Nelson.

Brainerd International Raceway  
3.0 miles





# NICKY HAYDEN AND THE RC51 TAKE FIRST

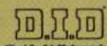
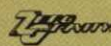
## IN SUPERBIKE JULY 22, 2001 LEXINGTON, OH

Honda and Hayden at Mid-Ohio.



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and see if we can't put more points on second place. It's a fast track and anytime someone has a bike that's fast in a straight line, they're going to be hard to beat. Last year we were six or seven miles an hour down on the fastest bike and this year we're only about three, so we're definitely a lot closer. I got a tow off some bug that was out there, but, no, I didn't get a tow. I don't like people to be in front of me in qualifying. It's easier if you get a clear lap."

At the start of the race, Duhamel got the best launch off the grid and led the field into turn one. Behind him, Hayden, Steve Rapp on the HMC Ducati, Bostrom, Mladin, Hacking and Roberts were all in one tight group. As the leaders got into turn eight, the unbelievable happened: Mladin lowsided in the turn, sliding

three. For the next two laps, Roberts led Hacking, Hayden and Duhamel. By lap 14, the leaders were deep into lapped traffic, and Roberts was getting through it with ease. Hacking and Hayden followed him through, with Duhamel hanging on in fourth. On lap 17, Hayden got by Hacking for good, taking second place in turn seven. Hayden took the lead briefly on lap 19, with Roberts getting it back before the end of the lap.

"I was just following him but I was following him a little too close and he surprised me going into two before the white flag. I passed him there and I knew right then that I was at a little bit of a disadvantage" said Roberts. On the same lap, Duhamel took third away from Hacking with an inside move in turn 10.

The last lap saw Hayden and Duhamel both go around the outside of Roberts in turn one, and Roberts just regained the lead back going into turn two. Hayden took the lead again in turn six, but Roberts got it back



The finish of the Brainerd Superbike race, Nicky Hayden just beating Kurtis Roberts across the line to win (above) and Miguel Duhamel racing Jamie Hacking to the line for third (below). Photos by Brian J. Nelson.



out uninjured as his Suzuki tumbled and tore itself to pieces. "I made a mistake, that's all I can say," said Mladin afterwards. "I don't know what happened."

On lap two, Hayden won the jam-it-into-turn-one contest and took the lead from Duhamel. By lap three, Roberts was up to third. As Hayden and Duhamel initially got away, Roberts was defending third against Hacking, Bostrom and Rapp.

Roberts was on the move and caught the lead duo on lap seven. One lap later, he took second away from Duhamel in turn three and, two laps after that, he took the lead from Hayden in turn one.

On lap 11 of 21, Hacking drafted up from third to take the lead in turn two, but Roberts had it back by turn

in turn 10, just before the checkered flag, and ran a little wide as Hayden pulled inside Roberts at the exit of turn 10. Roberts' Honda spun up its rear wheel, the two touched and drag-raced for the finish line and Hayden won by just thousandths of a second. It took until after the race before officials figured out who actually finished third, giving it to Duhamel over Hacking.

"I was trying to do everything to stay with the Twins," said Hacking, "but when I pulled out of the draft it was like hitting a brick wall. I goofed up trying to hold off Miguel in the last corner. I knew he was going to get a good drive off the Bus Stop, so I really ran it into turn 10, but I ran it in too deep."

"The bike didn't have any grip from



The Superbike podium at Brainerd, an ecstatic Nicky Hayden flanked by a disappointed second-place Kurtis Roberts (left) and third-place Miguel Duhamel. Photo by Brian J. Nelson.

the moment the flag went green," said Duhamel. "I was just trying to save my tires because I was in big peril every time out there. I looked smooth, but I was really terrified. Down the front straight I didn't seem to have any horse(power). I don't know if it was because the bike was slipping so much. No matter what kind of drive I got out of there (turn 10), whether I was behind Nicky or Kurtis or Jamie Hacking, they would pull like three bikelengths down the front straight. I was really surprised to have the bike not work as well as it's been working all weekend. Maybe (it was) the temperature change or something happened."

"It doesn't feel that good," is how Roberts described second place. "No one likes to lose and coming that close just pisses you off. I was pretty good in (turns) one and two, and when Nicky got by with three laps to go, I said, 'Okay, I'll just follow him and wait for the last lap and get him down the front straightaway.' We did have a bit of a grip problem, but I anticipated that after practice. I just tried to be real smooth on the throttle and run it into the corners a little better."

"I thought here, you always think you can maybe get away, and I was trying really hard, but it wasn't going to happen," said Hayden. "When these guys came by me I was content just to chill out a little bit. There toward the end I wanted to try to get back up there and going into two, Kurtis went by me and I sat up hoping that was what he was going to do. I think as soon as I did he thought that wasn't such a good idea. Coming into the last corner I had the race won, and I really just should have protected and got in really deep, but I didn't do the last corner like I should have. I got in way too easy. Once Kurtis got by me I just tried to stay calm and

square him back up. He got under me and ran wide, and as soon as he did, I started getting back on the gas."

It turned out that winning Brainerd was a goal Hayden set for himself at the beginning of the season. "I wanted to win Daytona, and, obviously, win the Championship, those were my two big things. And I wanted to win Brainerd because last year I really struggled here and this is where I kind of let Mat (go). I was right there on his heels until we got here and I pretty much sucked here all weekend last year."

The battle for fifth started on lap three and went all the way to the end. Bostrom and Rapp swapped the position repeatedly, with Bostrom able to pull out an advantage on the second-to-last lap. At the line, Bostrom had just four-tenths over Rapp to show for his race-long labors.

"Every time I wanted to catch the leaders, Rapp would come by and take us off the leaders," said Bostrom. "He'd pass me in the strangest places. I'd pass him back in (turns) three or four and make up a second, then Rapp would come by again. My only opportunity to pass was in the infield, and he'd come by on the straight going into turn two. Even if Rapp wasn't there, we weren't going to get up and claw it out with the leaders. It's just the power of the Twins."

Rapp agreed with Bostrom about the power of the Hondas. "My bike's about the same speed as Eric's, but we couldn't catch up to the Hondas. It would take a whole lap to make up what they made on the front straight."

Doug Chandler rode his Kawasaki in a lonely race in seventh from the fourth lap to the end. HMC Ducati's Andy Meklau won the battle for eighth over Competition Accessories' Larry

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# MIGUEL DUHAMEL AND THE CBR600F4i WIN

## 600 SUPERSPORT.

JULY 22, 2001 LEXINGTON, OH

JULY 29, 2001 BRAINERD, MN

The winningest 600 SuperSport racer in history  
adds the 39th and 40th victories to his record.



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Pegram, a race that got started on lap four and went the distance.

"I thought we must go for the last lap," said Meklau. "I passed him on the outside of turn one and gave him no chance to pass on the last lap."

"You know what this place is all about, and we're lacking what this place is all about," said Pegram. "We've had serious problems with power here this weekend, and we don't know why we're down on power. HMC has last year's bikes and we're down on them. You might as well start the bike in that corner (10) and run the drag strip."

**Zemke Gives Erion And Honda First Lockhart-Phillips Formula Xtreme Win Of 2001**

In a class once dominated by Erion Hondas, Jake Zemke and Erion Honda made a long-coming return to the top of the Formula Xtreme podium at Brainerd.



The Formula Xtreme race at Brainerd came down to John Hopkins (21) and Jake Zemke (98), with Zemke making a pass for the win in the last corner on the last lap. Photo by Brian J. Nelson.

erd in dramatic fashion. After struggling with bike set-up and the lingering effects of a broken arm suffered in a pre-season training accident, Zemke returned to winning form with a calculated last lap capped off with an around-the-outside pass of early race leader John Hopkins. Bruce Transportation Group's Josh Hayes finished third on another Honda CBR929RR.

Rain showers Friday afternoon at Brainerd International Raceway put a halt to all racing activities and forced Formula Xtreme qualifying to be canceled. The cancellation of the session led the AMA to grid the Formula Xtreme racers by points and order of entry. This placed points leader Damon Buckmaster and his Graves Motorsports Yamaha YZF-R1/R7 hybrid on pole next to Team Valvoline EMGO Suzuki's Hopkins and Grant Lopez on their Michelin-equipped GSX-R1000s. Bruce Transportation Group's Hayes and his Dunlop-equipped Honda CBR929RR completed the front row. Aaron Gobert, Jake Zemke, Roger Lee Hayden and Mark Miller sat on row two. Mid-Ohio winner and series late-comer Tom Kipp



John Hopkins leads Jake Zemke and Josh Hayes early in the Formula Xtreme race at Brainerd. Photo by Brian J. Nelson.

and his Attack Suzuki GSX-R1000 were on row three due to Kipp's relative lack of points.

Most riders were not as upset with starting from their points position as they were on missing out on the track time. The Formula Xtreme class gets the least amount of track time each AMA weekend. Kipp and Buckmaster, however, were not happy with missing qualifying. Kipp said that at least Brainerd's long approach to wide turns one and two make it the track that offers the best chance to come from the back of the grid quickly. Buckmaster was upset at not having the opportunity to earn the extra point for winning the pole position and extend his point lead over challenger Hopkins.

At the start of the race, it was Valvoline EMGO Suzuki teammates Hopkins and Lopez leading into turn one. Buckmaster followed in third but was passed by Kipp in turn two just before Roger Lee Hayden dove past both Buckmaster and Kipp on the brakes for turn three to take third place. Buckmaster and Kipp got back by Hayden before the end of the first 3.0-mile lap of Brainerd.

Hopkins led lap one over Lopez, Buckmaster, Kipp, Hayden, Hayes, Zemke, Aaron Gobert and Mark Miller. Lopez suffered a big slide out of turn four, allowing Buckmaster by in the next corner. The Australian quickly closed the gap to Hopkins as the two Championship contenders separated from the field for the next two laps. On lap four of 13, Zemke arrived at the front while Lopez led Hayes, Kipp and Gobert in fighting for fourth. Meanwhile, Hayden had pulled onto pit lane to get a new front wheel in hopes of curing a front-end vibration. Hayden's problem was later found to be an out-of-round Dunlop tire. Hayden re-entered the race to finish 20th.

On lap five, Zemke passed Buckmaster in turn six just before Hayes displaced Kipp in the turn nine. Through the middle of the race Buckmaster slipped backwards with a lack of grip while Hayes reeled in the lead pair of Hopkins and Zemke. Zemke, the 2000 Formula Xtreme Championship runner-up, took the lead for the first time on lap seven, rubbing elbows with Hopkins as he passed the 18-year-old on the outside of turn six. "We kind of clipped there a little bit, but it was nothing like Kurtis," said Hopkins, referring to past Supersport collisions with rival Kurtis Roberts. Hopkins literally blew past Zemke on the front straightaway with the top speed advantage of his 186-mph Suzuki GSX-R1000.

Zemke again passed Hopkins through the infield, and Hopkins powered past Zemke's Honda on the front straight to re-take the lead.

Four laps from the finish, Zemke made a mistake going into the Bus Stop, losing ground to Hopkins and second place to Hayes. Zemke recovered quickly and passed Hayes back coming onto the front straight as the leaders began to encounter lapped traffic in groups. Zemke made a strong run and reduced Hopkins' lead over the next two laps while Hayes made a mistake through traffic, leaving the race to be decided between Hopkins and Zemke.

Hopkins held the lead at the start of the last lap. Zemke began closing ground on Hopkins at turn two. Zemke pushed hard in turn six before making a pass on Hopkins into turn eight. Zemke ran wide and Hopkins re-passed Zemke at the exit. The race looked to be Hopkins'. The 18-year-old from Ramona, California drove out of turn nine toward the last corner and veered to protect the inside line against Zemke. Zemke predicted Hopkins' move and went around the outside of Hopkins in the final turn. Zemke's extra momentum carried him to the win by half a bikelength, or 0.087-second, over Hopkins. Hayes wasn't far behind in third.

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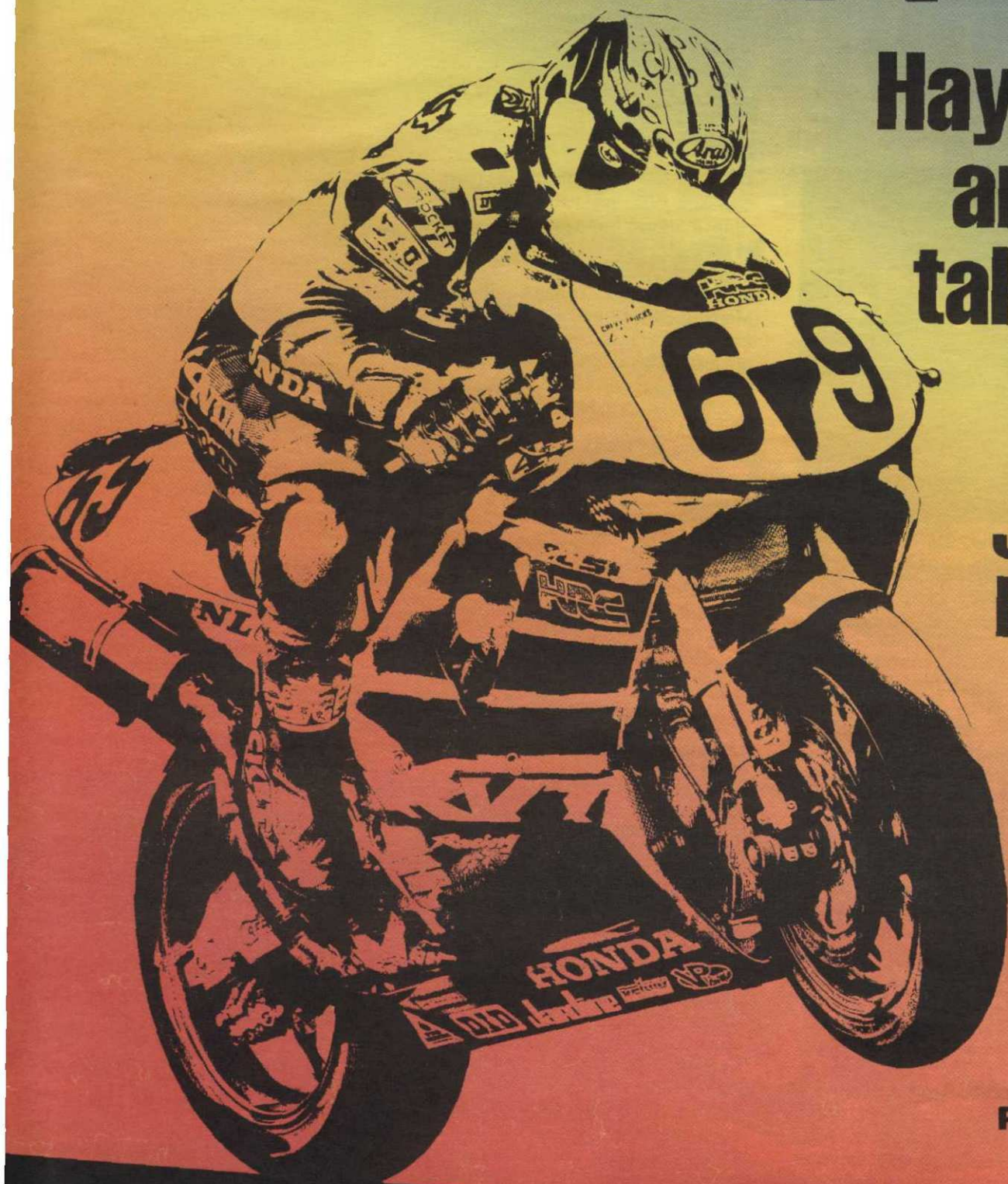
Jimmy Moore (86) ran away with the 750cc Supersport win at Brainerd. Here, Moore leads Ben Spies (11), Chris Ulrich (18) and Tony Meiring (56). Photo by Brian J. Nelson.



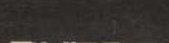
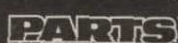
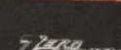
# Honda DOMINATES SUPERBIKE PODIUM.

Hayden, Roberts  
and Duhamel  
take top three  
positions.

July 29, 2001  
Brainerd, MN



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"(Zemke) was just riding great," said Hopkins after taking his sixth podium in seven races. "I was actually trying to save the tires throughout the race because I thought the Dunlops were going to go away. I mean, we had a great (Michelin) tire on. So I was just trying to save it as much as possible. So I kind of got myself into a pace of kind of taking it easy in the infield. So it was kind of hard to open it up in the last, closing laps. I had no clue (that Zemke was that close). I'm not one to really look behind me. Just went in there a little too tight, maybe I broke a little early, but when you have to hold it that tight you can't go your normal speed. He rode really good, and it was great pass."

"My bike was stuck like glue," said Zemke after taking his first win of the year and second career Formula Xtreme win. "I was just trying to make the bike work for me. I was just trying to get the best drives that I could off the corners. The bike is just working awesome right now. I'm able to turn the bike and really accelerate off the corners and that's what's really getting it for me. I saw the radar sheets yesterday and we were five miles per hour down. So I knew that we were going



Rich Oliver (7) was back to business as usual at Brainerd, leaving the 250cc Grand Prix field behind. Here, Randy Renfrow (2) and Jimmy Filice (3) pursue. Photo by Brian J. Nelson.

to have a deficit going down that long straightaway. I could definitely see that I was strong in the infield, but I was getting motored down the straightaway. Here, luckily the finish line's out of the last corner and not at the end of the straightaway. So that helped us out a lot. (Hopkins) rode a perfect race. I mean, when you're leading that's what you have to do. You have to protect the inside, and luckily at this race track the corner really opens up on the exit so I was able to get around the outside of him and carry a little bit more momentum."

Kipp took fourth saying that he was having trouble getting into the corners on the brakes due to a missed set-up. Kipp also said that he lost the Saturday morning practice session because the clutch on his Suzuki was gone, preventing him from running race pace and testing his changes in the morning warm-up. Aaron Gobert got stronger toward the end of the race, moving past Lopez and his own teammate Buckmaster for fifth. When asked about team orders, Graves Motorsports Yamaha team owner Chuck Graves said, "We don't do that here. It's illegal to fix the outcome



Miguel Duhamel (17) won his 40th 600cc Supersport race at Brainerd. Here, early in the race, Kurtis Roberts (1) pursues before fading to fifth behind Eric Bostrom (32), Anthony Gobert and John Hopkins (21). Photo by Brian J. Nelson.

of a race."

Lopez slipped from second to sixth over the course of the race while struggling with front and rear grip. Buckmaster, who raced with a back-up engine after his best engine blew up in a big

with young Tony Meiring in third, just over a tenth behind Alexander.

In qualifying, Moore did not come close to the record set last year at 1:39.697 by Damon Buckmaster. Moore's best time of 1:40.241 was good enough to get the pole, however. Moore said, "I set my fastest lap on the third lap with a soft tire. The first two laps were terrible; it almost highsided me a couple of times."

In the race, Moore led all but the first three turns. Those belonged to Meiring. Moore had the lead by the fourth turn, and from there, he was off, leaving six riders to battle in a tight pack over second place.

"I knew I had to get up in the front of it so I could keep their draft on the front straight. Jimmy went by me and I couldn't hang with him," said Meiring.

Daigoro Suzuki came from fifth place on the second lap to second by turn six. He overcooked it going into the Bus Stop later on the lap and ended up going off track, losing enough places to put him all the way back in 12th place, and then he crashed.

Meiring held second place over Alexander. Team Valvoline EMGO Suzuki's Ben Spies, local racer Robert Jensen and Roadracingworld.com's Chris Ulrich. Spies took second away from Meiring on lap four, going in deeper into turn one at the end of the front straight. Spies held it for two laps until Ulrich, coming up from the back of the pack, went by Spies at the end of the front straight on lap six. From there, Ulrich pulled away from the pack, although he was not able to pull up on Moore.

Moore would get a total of 8.798 seconds on Ulrich by the white-flag lap, and on the last lap, disaster struck Ulrich while he led his pursuers by four seconds. "I got overzealous and jumped the curb in the Bus Stop and hit a pothole," said Ulrich. "I was lucky to stay up. It was disappointing to ride such a great race and get such a disappointing result." Ulrich rode the last lap on two bent rims with nearly flat tires, finishing 17th.

When Ulrich got away, Spies, who was constantly looking back, found himself ahead of Alexander, with Meiring and Jensen close behind. At the end of lap eight, Spies came by the pits pointing down at this motor—although his team

would later find nothing wrong with the bike—and soon both Alexander and Meiring were by in turn one. Within another lap, Jensen was past Spies as well.

Jensen, who found the race "different" than the CRA club races in which he usually runs away from the rest of the field, said he couldn't draft with the leaders on the front straight, but he could get them in the turns one and two. "Then, halfway through the race, I came into turn three and the (brake) lever came back to the bar," Jensen said. "After that I didn't want to go in there really deep," and he would have to let Meiring and Alexander go.

On the last few laps, Meiring and Alexander swapped third place repeatedly. Meiring could take the position under power at the end of the front straight, but Alexander could take it back in the turns, usually turn three or four. On the last lap, Alexander was able to hold off Meiring for the advantage.

"The last lap I just wanted to try to get ahead of Richie," said Meiring. "I knew he was going to put it underneath me if I got ahead of him. I was going to try a last-corner, last-lap and I put it underneath him and it jumped out of gear a little bit."

"I didn't seem to have the motor I wanted on the front straightaway," said Alexander, "and I kept getting passed on the straightaway so I had to do all of my passing on the infield, and I just could never get ahead. It was probably the toughest race I've had in a long time."

When Ulrich slowed, Alexander inherited second place with Meiring in third, Jensen fourth and Spies holding on for fifth. Moore's teammate Vincent Haskovec was sixth, ahead of Tony Lupo, David Ortega and Randall Mennega.

"Even after qualifying I was pretty confident," said winner Moore. "The last thing I wanted to do was get locked into a battle. It just sounded like a nightmare and a good way to end up on the ground and kiss my points lead goodbye. So I really tried to put my head down and get away and I wasn't sure if it would work. Fortunately, I could get away, break the draft and get it over with. I really liked it. It was boring as hell."

Moore's win boosts him even fur-



# CBR929RR AND JAKE ZEMKE FIRST IN FORMULA XTREME BATTLE.

July 28, 2001 Brainerd, MN



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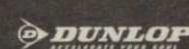


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ther ahead in the points race and he now leads Alexander by 49 points, 245 to 196. Spies is third with 188.

# Duhamel Wins #40 In Pro Honda Oils 600cc Supersport

It's been a long and successful career, and it's not over yet: Miguel Duhamel won his first 600cc Supersport race 10 years ago, and he continued his winning ways at Brainerd, with career win number 40 and his third win this year. Duhamel has won four times at Brainerd, the last time in 1996, which was also the last time Honda won a 600cc Supersport race at the venue. At this point, experience is paying dividends, and Anthony Gobert said it best when he said, "Miguel has a lot of secrets inside of him."

The win at Brainerd came after a last-lap passing contest with Kawasaki's Eric Bostrom, who Duhamel beat to the line by 0.1-second. Gobert was third on the Yamaha, more than four seconds behind the leaders, having passed Valvoline EMGO Suzuki's John Hopkins on the last lap. Reigning Champion Kurtis Roberts was a distant fifth.

Duhamel took pole with a best lap of 1:40.321, eclipsing the record set last year by Bostrom by almost a full second. Bostrom was also under the lap record from last year in qualifying, as was Roberts.

Bostrom got the best start off the line, but both Hopkins and Duhamel went by at the end of the front straight going into turn one. Duhamel passed Hopkins in turn three and took off. "I broke away, but not quite enough," said Duhamel. "It's not like I had three seconds. The most that I had was one (second). Then I was debating if I should go faster, should I save my tire; I was doing a lot of thinking out there. The lap times were good so I figured I'd just keep a steady pace."

Behind Duhamel came the tight pack of Hopkins, Bostrom and Roberts, followed by two Goberts, Aaron leading Anthony. It turned out that Aaron was actually holding his brother up. "Because he hasn't been up there he was a little bit erratic on the first lap," said Anthony. "I spent the next two or three laps trying to get on the back of" Hopkins, Bostrom and Roberts.

At the start of the second lap, Roberts used a double-draft at the end of the front straight to go from fourth to second, passing Hopkins and Bostrom. Roberts pulled up behind Duhamel and looked to be the one to challenge the leader, but within two laps, he was fading.

"We missed on the set-up and I had a bad chatter that got worse every lap," said Roberts. "I've been complaining about it all weekend. I couldn't throw it into the corners because the back was coming around."

Behind Roberts, Hopkins, Bostrom and Gobert were all catching back up. By lap eight, Bostrom pulled away from the rest and took off in pursuit of Duhamel. "I thought, 'No time like now,'" said Bostrom, "because Miguel was out maybe a second." Hopkins was soon in what looked like a secure third place, followed by Gobert and Roberts.

"I thought if I could get past Kurtis and get onto the back of Miguel I could stay with him," said Gobert. "Kur-

tis was messing me up a lot through the infield; he was all over the place. Eric drafted past both of us on the front straight and within half a lap he was on the back of Miguel. I knew then I was dicing for third place."

"I spent half the race trying to get around Hopkins, because his bike was really quick" said Bostrom. After he got by, Bostrom pulled closer and closer to Duhamel. "I put together a pretty good lap in the infield, and ran a mid-40 on the clock," said Bostrom. "I looked behind me and the guys dropped off the back a little bit, so I knew I didn't have anybody chasing me on the straightaway. I just figured I'd save it for the end and see what happens."

On the last lap, Bostrom pulled right up on Duhamel and took the lead going into turn one. Duhamel took it back in turn two, but although Bostrom was right back in the lead by turn three, Bostrom explained later, "I missed a downshift there and it kind of ruined my rhythm in the infield." Going into turn six, Duhamel made the final and decisive pass, holding off Bostrom to the line. "He had a really good pass on me, and I knew that that was it," said Bostrom. "It was going to take a bit of a mistake out of him to get him down in the last corner. I just tried to put some pressure on, but it wasn't enough."

Duhamel said, "When he (Bostrom) caught up to me with two or three laps from the end, I was wondering if I should maybe slow down and bring in some reinforcements, get the whole gang back in there and see what kind of shuffling we can get going on. But that's pretty risky."

On the last lap, after he passed Bostrom for the lead in turn six, Duhamel was still concerned about the Kawasaki rider getting back by. "After that it wasn't a gimme. There's obviously two places left for him to pass: That little tight, right Bus Stop. It would be a pretty big stuff move, but it's been done in the past. Then there's the last corner, too. I gave some room going into the last corner. I braked where I usually do and stayed on my line. I figured that might be good enough, and it turned out to be good enough."

On the same lap, Gobert moved up on Hopkins and followed him to the Bus Stop, where he stuffed it through, leaving Hopkins just one more turn to return the favor. "I was almost happy to see him go by in the Bus Stop," said Hopkins. "It was a better chance of me getting back by. (But Gobert) was completely blocking my view of the brake markers going into turn 10. I kept a corner of my eye on his brake hand, and when he hit the brakes, I hit the brakes. The right side of my tire was so hot, that as soon as I hit the brakes and shifted down, the rear just stepped out and carried me all the way to the edge of the black patch. It was a bucking bronco all the way to the finish line."

"I knew I was going to struggle to beat Hopkins—his bike is pretty fast," said Gobert. "He's about 50 pounds lighter than me; that helps around here. My team, on the R6 side of things, has been working really good. It's a little bit hard for me. These guys have got a lot of years of experience on me on the 600s, and I'm trying to learn. And each weekend I start behind the eight ball and I seem to catch up."



Dave Estok (2) won the Pro Thunder race at Brainerd on a Buell. Photo by Brian J. Nelson.

Tommy Hayden finished sixth on another Yamaha, almost four seconds behind Gobert. Josh Hayes was next on the Bruce Transportation Group CBR600F4i, ahead of Gobert's brother Aaron and Erion Racing's Jake Zemke. Hopkins' teammate Grant Lopez rounded out the top 10.

Duhamel's victory brought him to within 19 points of Bostrom, 224 to 205. Gobert's third place was good enough to keep him in third with 197.

# Oliver Wins 54th In MBNA 250cc Grand Prix

Team Oliver Yamaha's Rich Oliver put another page in to the history books by recording his 54th career AMA 250cc Grand Prix win—and his fifth of the season—with a flag-to-flag victory at The Colonel's Brainerd International Raceway. Oliver ran away from the start to win the 13-lap final by over 10 seconds and cut his points deficit from 30 to 21 behind Jimmy Filice with three rounds remaining. "It will be hard the rest of the year to catch up the rest of the way in the Championship, but we really are going to try our best to make it at least a fight at the last race. That would be real exciting to me," said four-time Champion Oliver.

GP Tech Yamaha's Chuck Sorensen had to settle for the best of the rest with second at Brainerd. Corbin Yamaha's Filice had to fight for eight of the 13 laps before securing the final podium position. Oliver, Sorensen, and Filice all rode Yamaha TZ250s.

In the first official practice, Oliver was 1.8 seconds per lap faster than the next competitor, Randy Renfrow, while points leader Filice worked into the weekend slowly, as usual, sitting sixth, seventh, or lower on most time sheets. Oliver was the fastest in every practice session at Brainerd except in the morning practice on Sunday, when his bike lost its countershaft nut and sidelined Oliver for the entire session.

In the first heat race, Michael Hannas' Team Turfrey TZ250 blew up on the first lap, relegating Hannas to a starting spot at the back of the small grid. After a heated, back-and-forth battle, Filice took a narrow victory in the 5-lap qualifying heat over Sun Sports Perry Melneciuc followed by The Universe's Ty Piz, Fab Weld's Greg Esser, and HRD's 16-year-old Cory West.

Heat two belonged to Oliver as he won the five-lap race by over seven seconds. Sorensen finished second over Renfrow, Sorensen's teammate Simon

Turner and Bridgestone's Ed Sorbo. Oliver's effort in the heat race netted him a new heat race record of 8:31.682, bettering the old record, also held by Oliver, of 8:33.258. By virtue of his faster heat race win, Oliver earned the pole position and the extra Championship point that goes with it. Filice, Sorensen and Melneciuc completed the front row.

At the start on Sunday, Oliver and Filice led the field of 18 bikes down Brainerd's long front straight while Melneciuc tried to recover from wheelspin on the grid. Oliver took the lead going into turn one over Filice, Renfrow and Sorensen, then pulled out a 2.8-second advantage in just one lap.

"I've been on a fast motorcycle all weekend," Oliver told reporters after his runaway victory. "When I'm on a fast bike, it's hard to beat me on a fast track probably. I just have a lot of experience with the high-speed stuff, but really that wasn't our main issue. We've been working with the chassis on that new 2000 TZ trying to make it work for my style. Trying to make the thing go around corners has been my problem. And we made some progress this race."

Oliver's lead over an entertaining battle for second grew every lap. Renfrow clearly had one of the fastest bikes, but Sorensen still managed to pass Renfrow for second in turn two on the second lap. Sorensen then charged to pull away from the Virginian. "I wanted to make sure I got in front of mainly Randy," Sorensen explained to reporters. "(Renfrow) and I just have really, really different styles. A lot of other people know on an entrance coming in, you'll run right into the back of him. And if you don't get away, you're stuck there and there's nothing you can do especially if he's motoring you down the straight. I wanted to make sure that I got out first, quick in front of him, and then just try to set into some good fast laps. I went faster than I've gone all weekend." Sorensen's plan worked. Although he couldn't make any ground on Oliver, the defending 250cc Champion put 1.6 seconds between himself and the pursuing pack on lap two before riding on to a lonely second-place finish.

GP Tech Yamaha's Simon Turner and Melneciuc then caught Renfrow and Filice. Irishman Turner gave one of his best performances of the season through the middle of the race even though Turner was clearly down on top speed to Filice and especially Renfrow. Turner would lead out of the final



corner, drop from third to sixth in one run down the long, front straight, and still make his way back up to third on most laps with inspired riding through the infield. For five laps, Turner did this before it just became too difficult to keep up. "It's hard to pass three people every time in the one lap. If one holds you up a wee bit, then you lose it. I had a great fun time. It's the best I've rode the bike yet," said Turner, adding that 2000-model Yamaha TZ250 notes given to him by Chris Ulrich Saturday night netted him 1.25 seconds per lap on Sunday.

The first big break in the battle for third came on lap eight when Renfrow slowed suddenly between turns nine and 10. Renfrow said after the race that the problem went back to the opening laps when he adjusted his brake lever too far out, forcing him to take his hand off the bar to reach the brake lever, complicating corner entrances. Going into turn nine, Renfrow reached for the brake lever but hit the electric shifter control switch instead. "I confused the electric shifter," said Renfrow. "I accidentally hit it wrong in the corner. Luckily, it cleared out on its own." But not before Renfrow went from Filice's draft to the tail of the group.

Taking advantage of Renfrow's miscue, Filice broke free of the fight for third on lap nine, then turned his fastest lap of the race, a 1:43.306, to secure his third-place finish. "I was a little conservative the first couple of laps," said Filice. "Randy was kind of holding me up in some of the back corners back there. Simon was really hard on the brakes in the (Bus Stop), and he would stuff me in there every lap and I really couldn't do anything about it. So I was just kind of conservative. Then I could see that Randy was having some problems. Then I pushed it really hard to break that gap so he couldn't draft me. Once I broke that gap, I just stayed consistent and kind of stayed in that position. There was no way of catching Chuck or Rich. We struggled all weekend here with engine set-up, no excuses. These guys rode really good."

Renfrow was fourth ahead of Turner, Melneciuc, Piz and Sorbo.

#### Estok Takes Second Win In Buell Pro Thunder

Tilley Harley-Davidson/Buell's David Estok dominated the Buell Pro Thunder class at Brainerd International Raceway from the time he rolled off the truck. Estok led every practice session, led every lap of his heat race, and led every lap of the Pro Thunder final to take his second win of the year and become the only repeat winner of the season.

Advanced Motor Sports Ducati's Jeff Nash scored a hard-fought second place after suffering a crash Saturday that thankfully didn't irritate his already broken hand. Munroe Motors' Tom Montano maintained his series point lead (before competitors' worst two finishes are dropped) with third, his fifth podium finish in six races. All three of the podium finishers used Dunlop slicks.

The big news in Pro Thunder at Brainerd was the appearance of 1999 Pro Thunder Champion Shawn Conrad on his 2000 Ducati 748RS Pro Thunder racebike with sponsorship from Corse Superbike, the new deal-

ership in Saukville, Wisconsin that houses the Ducati Corse Cafe. Conrad was 13th in Friday's first practice session but quickly made his way toward the top of the time sheets through the weekend.

Another old Pro Thunder face reappeared at Brainerd. Richie Morris was making an one-off appearance for Hal's Performance Advantage Buell. Brainerd would mark Morris' first time on a much-improved 2001 Buell Pro Thunder racebike.

Hal's full-time rider Mike Ciccotto crashed in turn six Friday afternoon, aggravating his injured right hand. Ciccotto skipped practice for the rest of the weekend in order to conserve his energy for Saturday's heat race and Sunday's final. Nash's crash came Saturday afternoon in the Formula Xtreme final. While running 14th late in the race, Nash tucked the front in turn 10 and slid off the track at high speed.

Conrad made his presence felt in heat race one, leading Nash, Montano and a fading Morris when the heat race was red-flagged on lap four after Mark Milnar's Ducati blew up going down the front straight. The race was called complete with Conrad the winner over Nash, Montano, and Morris.

Turning his fastest laps of the weekend, low-1:43s, Estok won the second heat race by nearly six seconds. Tilley Buell's Tripp Nobles was alone in second ahead of Sho-Air's Dean Mizdal, and Ciccotto struggled to beat Ricky Lundgren for fourth place.

By virtue of fastest lap, and not the normal standard of fastest total heat time, Estok was awarded the pole position and extra Championship point. Conrad, Nobles and Nash filled out the front row of the 18-entry grid.

At the start of the final, Estok made the most of his grid spot and absolutely left the field behind going into turn one. Conrad was second through the fastest turn in North America ahead of Mizdal, Ciccotto, Montano, Nobles, Nash and Morris. Morris would only make it to turn eight before he hit a bump while trying to pass Nash on the inside and crashed. Morris walked away.

Meanwhile, Estok kept the hammer down and began to inch away in the lead. Conrad, who had switched from Bridgestone to Dunlop tires Sunday morning, was pulling away from the pack as well and stayed close to Estok, but Estok was only running a 1:44 pace.

On lap three, Ciccotto dropped from the group racing for third and pitted with what turned out to be a loose spark plug wire. Ciccotto re-entered the race still on the lead lap. As Mizdal faded with water leaking out of his Ducati, Nobles, Nash and Montano were left fighting over third.

The three veterans were having a textbook Brainerd race, swapping positions in the draft and on the brakes for turn three. On lap seven, the trio led by Nobles—who turned the fastest lap of the race at 1:44.215—began to close the gap to Conrad in second place. As Conrad slowed to 1:45s, Nobles, Nash and Montano lapped in the mid-1:44s. By lap nine, Conrad's three-second advantage was gone. Then Conrad had a big moment in turn one. "I tried to go wide open through turn one," explained Conrad. "I had a big slide and almost high-

..... continued on page 62

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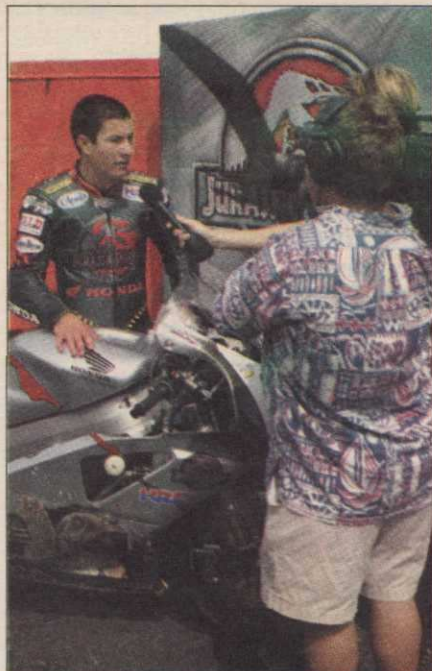
# young gun

By Nicky Hayden

I thought Laguna would be a really good weekend since last year's race went really good for us, but as soon as we started on the Superbike, I was just never up to speed and was struggling a lot. We made a lot of changes, but everything seemed to make it worse. We put the bike like it was last year, and it was totally different. I felt really uncomfortable. Somehow, we managed to qualify on the front row. I was running fifth in the race, and the bike was probably the best it felt all weekend, but I made a mistake and fell off in the last corner. It was nobody's fault but my own. I was going to try to square Eric (Bostrom) up on the way out of turn 11 and just lost the front. I trail-braked too long, I guess.

It was pretty disappointing because we had the whole Universal Studios Jurassic Park III promotion going on. It was really neat to run that theme with the leathers and the bike. I thought it was good to see some outside sponsors involved in our sport. Hopefully, we can get some more. It would have been nice to have gotten a better result for them, though.

I got to ride the 600 at Laguna also. I qualified third, but I got a bad start in the race. I moved up a little bit, but I wasn't nearly aggressive enough on the opening laps and let the lead group get away from me. I ended up fifth, so I was bummed out about that, too. Really, I was pretty disappointed by my whole weekend. It just wasn't how I wanted things to be going. Even though Laguna went terrible for me, it was kind of neat to see so many people there and so many fans out on bikes



"(Laguna Seca) was pretty disappointing because we had the whole Universal Studios Jurassic Park III promotion going on... It would have been nice to have gotten a better result for them."

Photo by Brian J. Nelson.

cheering and rooting. Everybody looked like they were having fun. It was exciting for me, not so much as a racer, but as a race fan. I mean, I'm a fan, too. I think it shows a lot for where motorcycles are headed. Hopefully, that deal will continue to grow. I think a lot of Laguna is the promoters. I mean, Dan Murphy and Cameron Gray, the same people that do Atlanta, they really got their act together. They really make it happen.

After Laguna, I did some riding in California. Dan Fahie, my mechanic, and I went out to Buttonwillow in a Honda box van to ride in some club days. It was a good opportunity to just ride, have some fun, play around, and get some confidence back. On Sunday, I would go out and do a couple of laps, then come in and make changes to the

bike's suspension. Instead of making a little change, we would make a big change to the compression or a big rebound change and go back out to get a feel for what it would do. We just kind of stored that away to maybe help me at a race someday. I think it was really good.

I also went to go see Dr. Ting. My left wrist, the same wrist that I had surgery on in March, has been bothering me. I went and got it X-rayed. Nothing showed up, but I think when the season's over I'm going to get an MRI done on it. They did a test on my right hand because it's kind of been going tingly on me as practice wears on and in the race. My first two fingers and my thumb have been going numb on me. They did a test, and I guess I've got Carpal Tunnel in my wrist. It's real

to talk about. Now, it feels good to be able to tell you boys about some good news. Mid-Ohio was just the start of it. As soon as we got going I felt comfortable. I mean, Mid-Ohio is a track I love. That whole place, the fans, everything about Mid-Ohio I really enjoy.

Jake Zemke and I did the media tour Thursday with Larry Lawrence (AMA Media Relations Contractor). We rolled around in a car all day going to TV and radio stations, newspapers, and stuff. It was kind of a long and boring day. I don't think Larry was real impressed with the music that Jake and I listened to during the trip, though.

Friday morning, I went out in the first practice session, and the bike felt unbelievably good. The guys did such a great job getting the thing set-up



"I just really want to thank my team for staying behind me. I've crashed a few times and no matter what I did wrong, those guys will do anything for me and keep believing in me." From left: Chuck Miller, Honda Motorcycle Racing Teams Manager; Merlyn Plumlee, Crew Chief; Nicky Hayden; Dan Fahie, Mechanic; Jefferson Burke, Mechanic.

Photo by Brian J. Nelson.

common for racers to get it from all of the abuse that the wrist takes. It's been kind of bothering me. It depends on the track. Some tracks it bothers me worse than others.

The next weekend, we went to Mid-Ohio. I'm glad to finally have something good to talk about. It seems like all year and every article I'm saying, "Awww, this happened," or some sort of excuses or injuries or stuff that nobody wants

really close right out of the box. I was really happy to be the fastest in the first practice session. I know it was just Friday morning, but with the way things were going all year, it felt good to be fastest. That afternoon during qualifying, we didn't go as fast. We fell back about a second, but I still qualified third for the race. I felt really good going into the race, really comfortable and excited.



"My main goals at the beginning of the year were to win the Championship, win Daytona, and win Brainerd... I think having all of the trouble at the beginning of the year helped me enjoy it even more." Photo by Brian J. Nelson.

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I got a decent start in Saturday's race and ended up third. I felt like I could've rode harder, though. I basically just followed the guys for the first 15 laps and got frustrated. I couldn't get by Jamie (Hacking). Once I did, I tried to go after Eric. I chipped away at his gap and made a little time, and then I got balked by a lapper really bad. After that I just chilled out to the finish. I wasn't happy about not winning, but I was happy to get back on the box. Anyway, I knew that I'd get another shot at the boys on Sunday.

Freddie Spencer made some suggestions to make the bike a little bit faster for Sunday's race. All week I had trouble spinning, and we had made the fuel-injection softer on the bottom so it would hook up. But that made it tough to pass because I was getting pulled off some of the corners and wasn't close enough into the next corner to pass or make a move. So Darin (Marshall), our fuel-injection guy, looked at the data and thought that it was a good idea. Sunday morning, we tried it and did better.

In Sunday's race, I got a good start, but in turn one I somehow got it in neutral. So I had to stand it up in the middle of turn one and get it back into gear. The thing got a bit squirrely and (Jamie) Hacking got back by me. I knew that I couldn't let Mat (Mladin) get away. I was able to get by Jamie quick, then get by Eric. I went after Mat, and we battled pretty much to the end. I got in front of him with three laps to go, but I kind of wussed out on a lapper. I should have run it under the guy, but I went under him real soft. It was a kind of tricky corner at Mid-Ohio where a lot of people seem to fall off. Mat got back under me. I got him back later with a really good drive onto the start/finish straight. Mat's bike quit running shortly after that, but it felt really good to win in front of my crew that came up from back home to watch me.

After Mid-Ohio, Jake Zemke came to our house and hung out with us for a couple of days before we all drove up to Brainerd in my dad's RV. I struggled there last year. Aside from trying to win every race, my main goals at the beginning of the year were to win the Championship, win Daytona, and win Brainerd. We were really close to Mat in points last year going into Brainerd, and he really got away from us there. Last year, I struggled a lot in turns one and two. So I immediately worked on finding a good line through there and getting my confidence up. Actually this year, turn one was probably my best corner on the whole track. We got rained out Friday afternoon, and I just barely qualified on the front row Saturday.

It was a really awesome race. I mean it was so fun. Me and Hacking and all the guys, we battled back-and-forth. Early on in the race, I thought I could get away in the infield, but it's really hard there with the draft. The guys can just suck you back up. I couldn't get away, so I went back to third and tried to run there for a few laps to save my tires and see where everybody was better than me. I learned a few things. I went back to the front for a few laps, but they stayed right on me. With two laps to go, I ran it into turn two easy to let Kurtis get up alongside of me so that I could draft him and lead the last lap. That was pretty much how it worked out. I drafted him, and he got back by me going into two. Then

over through the infield we went back-and-forth again. Coming up to the last corner, I got in pretty deep but I don't think I got in there quite deep enough. I didn't block the line a whole lot, but I got in about as hard as I wanted to. Kurtis got in under me even hotter. I was able to square him up, get the power down, and get him to the line. We got three Hondas on the box, and I had won two in a row.

I think having all of the trouble at the beginning of the year helped me enjoy it even more. I probably enjoyed these wins more than any of my wins last year. I mean, our whole team really deserves this. Those boys put out hard and deserve to see the success. What better way to celebrate my 20th birthday than to come off my second win in a row? We had a party at the house with some of my boys. It was real fun. I'm just really thankful for what I have. I didn't get anything too cool for my birthday, but that Superbike win is better than just about anything that you can buy.

The next weekend I went to Harrington, Delaware to a flat track race. I won my scratch heat race, but I squidded out of my heat race. I made a mistake that cost me the whole night. I chose the wrong rear tire for the track conditions and got fourth. I won the semi, but had to start the main from the third row. I worked my way up to fourth and felt it was my best 750 flat track ride of the year. It was fun because I got to battle and race with the guys. I hope it's something that I can improve on. I mean it was my first flat track race in five weeks. So hopefully, I can do like I did in road racing and get hot on that, too.

From there, we flew over to Virginia International Raceway to test. It went pretty good. I think everybody was about the same. We made a lot of changes. We haven't tested Superbikes since Daytona. So we really needed both days. I had a good time. That track's fun. It's a tough track. It's pretty technical. It's got some tight spots, some blind areas, but I enjoy that track. I think it should be a good race. Scott (Russell) surprised me. I was glad just to see the guy walking, let alone being on the bike. I was really surprised to see how fast he was going. It looked like he was enjoying himself. So that was good to see.

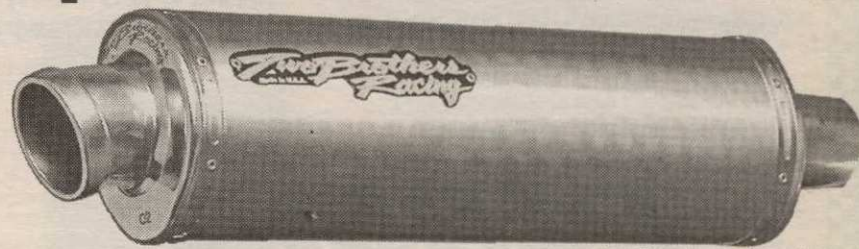
From there I came out here to California for a couple of days to shoot some photos. It's going alright but it's kind of boring because you basically sit around the whole day and wait for the lighting or wait for a lens change. You've gotta be out here at five in the morning and wait for daylight and then wait until sunset. It's kind of neat to see it, but it kind of gets boring.

These last few races have been going so good that hopefully we can carry this momentum for the rest of the season going into Pike's Peak, Willow and Virginia. It's a lot more fun winning instead of fighting for fourth. I just want to really thank my team for staying behind me. I've crashed a few times and no matter what I did wrong, those guys will always do anything for me and keep believing in me. When you're not winning you lose confidence and start doubting yourself. Then you start winning and more people start coming around, your phone starts ringing a lot more. It's kind of amazing how that all works, but my guys are always there for me.

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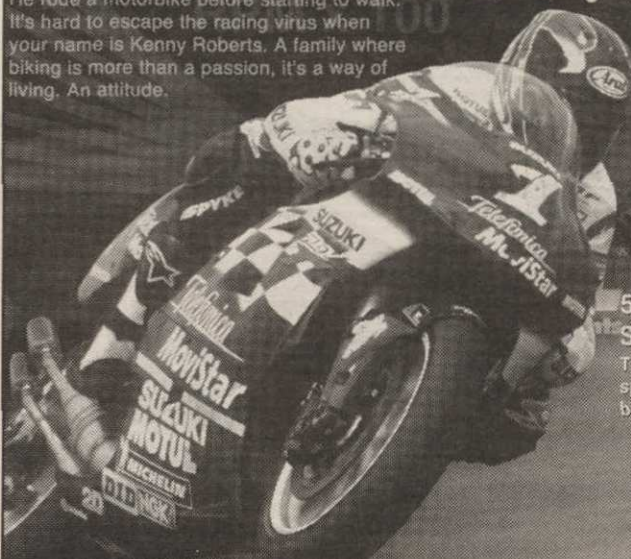
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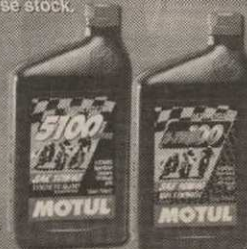
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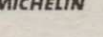
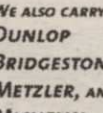
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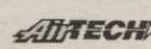
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### AMA Brainerd

continued from page 59

sided. I thought I was gone." Conrad saved the slide but Nobles and Nash dropped Conrad to fourth. Montano tried to put Conrad down another spot on the brakes into turn three. Conrad came down on Montano hard from the outside, making contact to hold the fourth position.

The four riders split into two duels. Nobles and Nash continued their spirited dice while Montano wanted to give some payback to Conrad. Two laps from the end, Nobles' Buell blew its engine. As viewed on camera, two puffs of smoke were followed by parts coming out of the right side of Nobles' bike just before he leaned into turn one. Luckily for Nobles, the rear wheel didn't lock and the engine didn't put down any fluids.

Free of Nobles, Nash put in two hard last laps and closed to within 1.2 seconds of Estok, but had to settle for second. "I was trying really hard," said Nash. "I was closing up on (Estok) on the last lap. I just had a real moment (with a lapper). Dave caught them coming out of six, I think, and I caught them right in seven. I was going way too fast to make a maneuver. So I was really lucky that I didn't go off into the grass. Dave has been hauling ass all weekend. My hat's off to him. He's had the best set-up, and he deserved to win today."

"It was one of those lucky weekends," said Estok. "Sometimes when you win it's easier than when you're running in second or third and got to ride your ass off. I don't know. It was the same thing at Portland. We just had the set-up right off the bat. I think we made one suspension change, put one stiffer size spring in one of the forks, and that was it all weekend. I didn't even make any more clicks on it. I didn't do anything, just change tires and go. These guys kept me honest. I was looking back, and I wasn't making up any time on them. I just got a real good start and jumped out and they were battling each other. So that allowed me to just run up front at the same pace."

The race between Conrad and Montano was decided by lappers. One lap after his big slide in turn one, Conrad led Montano toward two backmarkers on SV650s who were using the entire racetrack, edge-to-edge. Conrad collided with one of the backmarkers as he passed in turn eight, allowing Montano to get by Conrad on the brakes for turn nine. Montano held Conrad off to the finish to claim the last spot on the rostrum.

"I think consistency was exactly the point here," Montano said after the race. "I mean, my guys...the bike had a set-up that worked great this morning. Then something broke in the motor, some gears and stuff. They worked up until it was time to go for the race. Fortunately they've been able to fix it every time." Montano's crew replaced both the primary gear and engine flywheel in the engine in just a few hours on Sunday before the race.

Conrad took fourth ahead of Motoworld of El Cajon's Ricky Lundgren on a Ducati, Montano's teammate Charlie Hewett, Ciccotto in seventh, Ducati racer Dr. David Kieffer, M.D. (the last rider on the lead lap), Michael Kahlstorf on a Ducati

748, and Tim Mitchell on a Suzuki SV650. Mizdal ran his Ducati dry of water to finish the race and score points for 14th place. Despite his retirement, Nobles still scored points for 15th. **RW**

### RESULTS

**CHEVY TRUCKS SUPERBIKE RACE (July 29):** 1. Nicky Hayden (Hon RC51); 2. Kurtis Roberts (Hon RC51); 3. Miguel Duhamel (Hon RC51); 4. Jamie Hacking (Suz GSX-R750); 5. Eric Bostrom (Kaw ZX-7R); 6. Steve Rapp (Duc 996); 7. Doug Chandler (Kaw ZX-7R); 8. Andreas Meklau (Duc 996); 9. Larry Pegram (Duc 996); 10. Tommy Hayden (Yam YZF-R7); 11. Pascal Picotte (H-D VR1000); 12. Michael Smith (H-D VR1000); 13. Andy Deatherage (Suz GSX-R750); 14. Greg Fryer (Yam YZF-R7); 15. Tony Meiring (Suz GSX-R750), 20 laps; 16. Vincent Haskovec (Suz GSX-R750), 20 laps; 17. Mauro Cereda (Suz GSX-R750), 20 laps; 18. Dean Mizdal (Suz GSX-R750), 20 laps; 19. Randall Mennenga (Suz GSX-R750), 20 laps; 20. Anthony Lupo (Suz GSX-R750), 20 laps; 21. Steve Johnson (Apr RSV1000), 20 laps; 22. Eric Haugo (Suz GSX-R750), 20 laps; 23. Ken Krebs (Suz GSX-R750), 20 laps; 24. Roger Hendricks (Suz GSX-R750), 20 laps; 25. Scott Hermersmann (Suz GSX-R750), 20 laps; 26. Eric Dooyema (Suz GSX-R750), 10 laps; 27. Jordan Szoke (H-D VR1000), 9 laps; 28. Mike Walsh (Suz GSX-R750), 9 laps; 29. Robert Jensen (Suz GSX-R750), 3 laps; 30. Mat Mladin (Suz GSX-R750), 0 laps, DNF, crash. Race Distance, 21 laps, 62.00 miles; Race Time, 34 minutes, 26.962 seconds; Race Average Speed, 109.727 mph; Victory Margin, 0.005-second; Winner's Average Lap Time, 1:38.426.

**CHEVY TRUCKS SUPERBIKE QUALIFYING:** 1. Mladin, 1:35.320, 113.303 mph; 2. Duhamel, 1:36.073; 3. N. Hayden, 1:36.270; 4. Roberts, 1:36.694; 5. Bostrom, 1:36.820; 6. Rapp, 1:37.187; 7. Chandler, 1:37.233; 8. Hacking, 1:37.386; 9. Meklau, 1:37.469; 10. T. Hayden, 1:37.745; 11. Anthony Gobert (Yam YZF-R7), 1:37.857; 12. Pegram, 1:37.879; 13. Picotte, 1:38.688; 14. Szoke, 1:40.317; 15. Jimmy Moore (Suz GSX-R750), 1:41.044; 16. Fryer, 1:41.148; 17. Jensen, 1:41.178; 18. Smith, 1:41.262; 19. Deatherage, 1:41.959; 20. Richard Alexander Jr. (Suz GSX-R750), 1:42.494; 21. Meiring, 1:42.910; 22. Haskovec, 1:43.053; 23. Mennenga, 1:43.631; 24. Lupo, 1:43.957; 25. Mizdal, 1:44.318; 26. Johnson, 1:44.604; 27. Hendricks, 1:45.134; 28. Cereda, 1:45.141; 29. Haugo, 1:45.493; 30. Dooyema, 1:45.600.

**CHEVY TRUCKS SUPERBIKE POINT STANDINGS (After 11 of 14 rounds, all 14 count):** 1. Mladin, 332 points; 2. Bostrom, 312 points; 3. N. Hayden, 265 points; 4. Chandler, 263 points; 5. Duhamel, 251 points; 6. T. Hayden, 249 points; 7. Hacking, 243 points; 8. Rapp, 220 points; 9. Roberts, 199 points; 10. Meklau, 193 points.

**LOCKHART PHILLIPS USA FORMULA XTREME FINAL (July 28):** 1. Jake Zemke (Hon CBR929RR); 2. John Hopkins (Suz GSX-R1000); 3. Josh Hayes (Hon CBR929RR); 4. Tom Kipp (Suz GSX-R1000); 5. Aaron Gobert (Yam YZF-R1/R7); 6. Grant Lopez (Suz GSX-R1000); 7. Damon Buckmaster (Yam YZF-R1/R7); 8. Mark Miller (Hon CBR929RR); 9. Frank Trombino (Yam YZF-R1); 10. Andy Deatherage (Suz GSX-R750); 11. Mauro Cereda (Suz GSX-R750); 12. Steve Johnson (Apr RSV1000); 13. Brian Boyd (Yam YZF-R1); 14. Ken Krebs (Suz GSX-R750); 15. Erick Handegard (Kaw ZX-7R), 12 laps; 16. Christopher Monge (Suz GSX-R750), 12 laps; 17. Ricky Lundgren (Duc 748), 12 laps; 18. Chad Jensen (Suz GSX-R1000), 12 laps; 19. Jeff Nash (Duc 748), 10 laps, DNF, crash; 20. Roger Lee Hayden (Hon CBR929RR), 10 laps, DNF, mechanical; 21. Thomas Montano (Duc 748), 10 laps, DNF; 22. Eric Haugo (Suz GSX-R750), 9 laps, DNF; 23. Shane Fletcher (Yam 856), 9 laps, DNF; 24. Charlie Hewett (Duc 748), 5 laps, DNF. Race Distance, 13 laps, 39.00 miles; Race Time, 21 minutes, 32.080 seconds; Race Average Speed, 108.663 mph; Victory Margin, 0.087-second; Winner's Average Lap Time, 1:39.390.

**LOCKHART PHILLIPS USA FORMULA XTREME GRID (Qualifying Rained Out, Grid Determined By Points And Date Of Entry):** 1. Buckmaster, 216 points; 2. Hopkins, 203 points; 3. Lopez, 175 points; 4. TIE, Hayes/Zemke, 168 points; 6. Gobert, 158 points; 7. Miller, 138 points; 8. R. Hayden, 133 points; 9. Kipp, 92 points; 10. Richard Alexander Jr., 71 points.

**GENUINE SUZUKI ACCESSORIES 750cc SUPERSPORT FINAL (July 28):** 1. Jimmy Moore (Suz GSX-R750); 2. Richard Alexander Jr. (Suz GSX-R750); 3. Tony Meiring (Suz GSX-R750); 4. Robert Jensen (Suz GSX-R750); 5. Ben Spies (Suz GSX-R750); 6. Vincent Haskovec (Suz GSX-R750); 7. Anthony Lupo (Suz GSX-R750); 8. David Ortega (Suz GSX-R750); 9. Randall Mennenga (Suz GSX-R750); 10. Alan Schmidt (Suz GSX-R750); 11. Rich Conicelli (Suz GSX-R750); 12. Wes Pogue (Suz GSX-R750); 13. Ken Krebs (Suz GSX-R750); 14. Eric Dooyema (Suz GSX-R750); 15. Darren Lenzen (Yam YZF-R7); 16. Justin Roetlin (Suz GSX-R600); 17. Chris Ulrich (Suz GSX-R750); 18. David Ebben (Yam YZF-R6); 19. Scott Her-

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mersmann (Suz GSX-R750); 20. Christopher Monge (Suz GSX-R750), 12 laps; 21. Daigoro Suzuki (Suz GSX-R750), 8 laps; 22. Roger Hendricks (Suz GSX-R750), 8 laps; 23. John Hedstrom (Yam YZF-R6), 6 laps; 24. Aaron Johnson (Suz GSX-R750), 3 laps; 25. Justin Blake (Suz GSX-R750), 1 lap. Race Distance, 13 laps, 39.00 miles; Race Time, 22 minutes, 2.085 seconds; Race Average Speed, 106.197 mph; Victory Margin, 9.475 seconds; Winner's Average Lap Time, 1:41.698.

**GENUINE SUZUKI ACCESSORIES 750cc SUPERSPORT QUALIFYING:** 1. Moore, 1:40.241, 107.740 mph; 2. Alexander, 1:40.529; 3. Jensen, 1:40.560; 4. Suzuki, 1:40.564; 5. Spies, 1:40.915; 6. Haskovec, 1:41.205; 7. Ulrich, 1:41.380; 8. Lupo, 1:41.574; 9. Meiring, 1:41.925; 10. Conicelli, 1:42.808; 11. Pogue, 1:43.602; 12. Ortega, 1:43.951; 13. Mennenga, 1:43.975; 14. Blake, 1:45.274; 15. Dooyema, 1:45.603; 16. Krebs, 1:45.711; 17. Eric Haugo (Suz GSX-R750), 1:45.965; 18. Lanzen, 1:46.071; 19. Hendricks, 1:46.479; 20. Ebben, 1:46.501; 21. Johnson, 1:46.642; 22. Roettlin, 1:46.730; 23. Hermersmann, 1:47.544; 24. Hedstrom, 1:48.219; 25. Monge, 1:49.054.

**GENUINE SUZUKI ACCESSORIES 750cc SUPERSPORT POINT STANDINGS (After 8 of 11 races, all 11 count):** 1. Moore, 245 points; 2. Alexander, 196 points; 3. Spies, 188 points; 4. Meiring, 180 points; 5. Haskovec, 178 points; 6. Ulrich, 164 points; 7. Ortega, 142 points; 8. Suzuki, 133 points; 9. Lupo, 131 points; 10. Schmidt, 129 points.

**PRO HONDA OILS 600cc SUPERSPORT FINAL (July 29):** 1. Miguel Duhamel (Hon CBR600F4i); 2. Eric Bostrom (Kaw ZX-R6); 3. Anthony Gobert (Yam YZF-R6); 4. John Hopkins (Suz GSX-R600); 5. Kurtis Roberts (Hon CBR600F4i); 6. Tommy Hayden (Yam YZF-R6); 7. Josh Hayes (Hon CBR600F4i); 8. Aaron Gobert (Yam YZF-R6); 9. Jake Zemke (Hon CBR600F4i); 10. Grant Lopez (Suz GSX-R600); 11. Jimmy Moore (Suz GSX-R600); 12. Roger Lee Hayden (Hon CBR600F4i); 13. Jamie Hacking (Suz GSX-R600); 14. Robert Jensen (Suz GSX-R600); 15. David Ortega (Suz GSX-R600); 16. Tyler Wadsworth (Yam YZF-R6); 17. Daigoro Suzuki (Kaw ZX-6R); 18. Darren Lenzen (Yam YZF-R6); 19. Wes Pogue (Suz GSX-R600); 20. Justin Roettlin (Suz GSX-R600); 21. David Ebben (Yam YZF-R6); 22. David Wappler (Hon CBR600F4i); 23. Aaron Johnson (Suz GSX-R600). Race Distance, 13 laps, 39.00 miles; Race Time, 22 minutes, 5.088 seconds; Race Average Speed, 105.956 mph; Victory Margin, 0.100-second; Winner's Average Lap Time, 1:41.929.

**PRO HONDA OILS 600cc SUPERSPORT QUALIFYING:** 1. Duhamel, 1:40.321, 107.654 mph; 2. Bostrom, 1:40.454; 3. Roberts, 1:40.521; 4. Anthony Gobert, 1:40.975; 5. Hacking, 1:41.288; 6. T. Hayden, 1:41.310; 7. Hayes, 1:41.320; 8. Hopkins, 1:41.397; 9. R. Hayden, 1:41.511; 10. Zemke, 1:41.560; 11. Moore, 1:42.186; 12. Aaron Gobert, 1:42.417; 13. Jensen, 1:42.624; 14. Lopez, 1:42.725; 15. Haskovec, 1:44.296; 16. Wadsworth, 1:44.653; 17. Suzuki, 1:44.778; 18. Ortega, 1:44.867; 19. Pogue, 1:45.970; 20. Lenzen, 1:46.036; 21. Ebben, 1:46.305; 22. Wappler, 1:46.492; 23. Blake, 1:46.932; 24. Roettlin, 1:46.966; 25. Johnson, 1:49.360.

**PRO HONDA OILS 600cc SUPERSPORT POINT STANDINGS (After 8 of 11 races, all 11 count):** 1. Bostrom, 224 points; 2. Duhamel, 205 points; 3. Anthony Gobert, 197 points; 4. T. Hayden, 187 points; 5. Hayes, 168 points; 6. Hopkins, 152 points; 7. Zemke, 148 points; 8. Hacking, 133 points; 9. Roberts, 129 points; 10. Aaron Yates, 125 points.

**MBNA 250cc GRAND PRIX (July 29):** 1. Rich Oliver (Yam TZ250); 2. Chuck Sorensen (Yam TZ250); 3. Jim Filice (Yam TZ250); 4. Randy Renfrow (Hon RS250); 5. Simon Turner (Yam TZ250); 6. Perry Melnechiuc (Yam TZ250); 7. Ty Piz (Yam TZ250); 8. Ed Sorbo (Yam TZ250); 9. Cory West (Yam TZ250); 10. John France (Hon RS250), 12 laps; 11. Mark Dargis (Yam TZ250), 12 laps; 12. Glen Christianson (Yam TZ250), 12 laps; 13. Sean Wray (Yam TZ250), 12 laps; 14. Mark Vanderwerf (Yam TZ250), 12 laps; 15. Hal Keegan (Hon RS250), 11 laps; 16. Michael Hannas II (Yam TZ250), 11 laps; 17. Greg Esser (Hon RS250), 11 laps; 18. David Mendonca (Yam TZ250), 6 laps. Race Distance, 13 laps, 39.00 miles; Race Time, 22 minutes, 22.009 seconds; Race Average Speed, 104.620 mph; Victory Margin, 10.082 seconds; Winner's Average Lap Time, 1:43.231.

**MBNA 250cc GRAND PRIX HEAT RACE ONE:** 1. Filice; 2. Melnechiuc; 3. Piz; 4. Esser; 5. West; 6. Christianson; 7. Vanderwerf; 8. Wray; 9. Hannas, 0 laps, DNF. Race Distance, 5 laps, 15.00 miles; Race Time, 8 minutes, 43.893 seconds; Race Average Speed, 103.075 mph; Victory Margin, 0.196-second; Winner's Average Lap Time, 1:44.778.

**MBNA 250cc GRAND PRIX HEAT RACE TWO:** 1. Oliver; 2. Sorensen; 3. Renfrow; 4. Turner; 5. Sorbo; 6. Mendonca; 7. France; 8. Keegan; 9. Dargis, 0 laps, DNF. Race Distance, 5 laps, 15.00 miles; Race Time, 8 minutes, 31.682 seconds; Race Average Speed, 105.535 mph; Victory Margin, 7.602 seconds; Winner's Average Lap Time, 1:42.336.

**MBNA 250cc GRAND PRIX POINT STANDINGS (After 8 of 11 races, all 11 count):** 1. Filice, 254 points; 2. Oliver, 233 points; 3. Hannas, 198 points; 4. Turner, 195 points; 5. Melnechiuc, 183 points; 6. Sorensen, 168 points; 7. Sorbo, 133 points; 8. Esser, 126 points; 9. Piz, 123 points; 10. France, 119 points.

**BUELL PRO THUNDER FINAL (July 29):** 1. David Estok (Buell 1200); 2. Jeff Nash (Duc 748); 3. Tom Montano (Duc 748); 4. Shawn Conrad (Duc 748); 5. Ricky Lundgren (Duc 748); 6. Charlie Hewett (Duc 748); 7. Mike Cicotto (Buell 1200); 8. Dr. David Kieffer, M.D. (Duc 748);

9. Michael Kahlstorf (Duc 748), 12 laps; 10. Tim Mitchell (Suz SV650), 12 laps; 11. Peter Monson (Suz SV650), 12 laps; 12. Peter Bohlig (Suz SV650), 12 laps; 13. Michael Handegard (Suz SV650), 12 laps; 14. Dean Mizdal (Duc 748), 11 laps; 15. Tripp Nobles (Buell 1200), 10 laps; 16. Mike Krynock (Duc 748), 4 laps. Race Distance, 13 laps, 39.00 miles; Race Time, 22 minutes, 48.969 seconds; Race Average Speed, 102.559 mph; Victory Margin, 1.274 seconds; Winner's Average Lap Time, 1:45.305.

**BUELL PRO THUNDER HEAT RACE ONE:** 1. Conrad; 2. Nash; 3. Montano; 4. Richie Morris (Buell 1200); 5. Krynock; 6. Hewett; 7. Monson; 8. Mark Milnar (Duc 748); 9. Kieffer, 2 laps. Race Distance, 3 laps, 9.00 miles; Race Time, none due to red flag; Race Average Speed, none due to red flag; Victory Margin, 0.317-second; Winner's Average Lap Time, none due to red flag.

**BUELL PRO THUNDER HEAT RACE TWO:** 1. Estok; 2. Nobles; 3. Mizdal; 4. Cicotto; 5. Lundgren; 6. Mitchell; 7. Kahlstorf; 8. Bohlig; 9. Handegard. Race Distance, 5 laps, 15.00 miles; Race Time, 8 minutes, 43.928 seconds; Race Average Speed, 103.068 mph; Victory Margin, 5.994 seconds; Winner's Average Lap Time, 1:44.785.

**BUELL PRO THUNDER POINT STANDINGS (After 5 of 11 races, best 9 finished count):** 1. Montano, 184 points; 2. Cicotto, 154 points; 3. Nash, 153 points; 4. Estok, 135 points; 5. Hewett, 104 points; 6. Krynock, 102 points; 7. Mizdal, 99 points; 8. Nobles, 77 points; 9. Lundgren, 70 points; 10. Kieffer, 67 points.



**Racers John Hopkins and Kurtis Roberts** were called to the AMA transporter on Friday morning at Brainerd for a meeting with AMA Officials Ron Barrick and Gary Mathers. The meeting was to discuss the collision between Hopkins and Roberts in the 600cc Supersport race at Mid-Ohio. "We had them both in the truck earlier today," said Barrick afterwards. "We wanted to make sure we weren't going to have any continuing problems. We talked to them both, then we let John go. We kept Kurtis a little while longer. Right now we have an understanding." Asked if either were fined or punished in any way, Barrick said, "Not yet. This isn't black-and-white stuff. Every circumstance is unique." According to Hopkins, Barrick and Mathers "Were actually telling Kurtis he was wrong. Kurtis wasn't having any of it; he said it was just racing, which it was not. Everybody in the world but him would agree. He said he would try to stay away from me in the race and keep it clean, at least. I personally couldn't care less about how he felt about the situation." Roberts said Barrick and Mathers "Were just trying to calm things down, but there's nothing to calm down. It's just racing motorcycles. I'm sure they'd like it to be nice and safe, but we've still got to race. Sometimes those things happen. It just takes the right person to complain and get the AMA involved. It's no big deal."

**The Director of Racing** for the Red Bull Yamaha Grand Prix team, Peter Clifford, was at Brainerd. Specifically, he was there to continue the team's interest in rider John Hopkins. "I'm here because I'm very interested in the idea of John Hopkins riding for us next year," said Clifford. "I wanted to make some progress on that. We have been negotiating a contract for a month or more. We virtually have an agreement we hope to finalize the week after the event. I'm going to go to California to meet his mother, who, obviously, has an interest in his racing. I've talked to her on the phone, but I think

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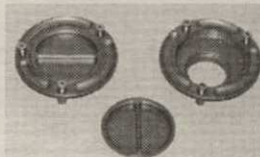
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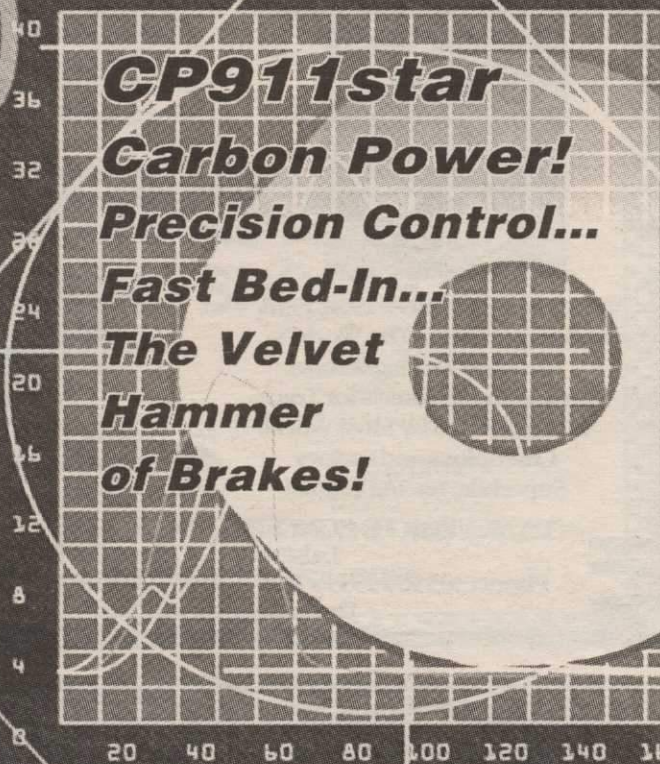
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### AMA Brainerd

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it's good to put a face with a name before her son's immediate future is entrusted to us. The whole thing came about because of John Ulrich, who I've known for probably 20 years. John (Ulrich) has always hesitated to recommend riders to us, but he had no hesitation as far as John Hopkins was concerned.

"The first thing we did was we had John Hopkins, John Ulrich and Chris Ulrich come to Imola in '99," said Clifford. "Just for the boys to see what GP racing was all about. In 2000, Hopkins came over and tested our bike for a day in Brno in the Czech Republic. We stressed to him at the time that there was no need to do a fast lap. We were more interested in what he had already done with John Ulrich's team, not what he was going to do on a strange motorcycle on a strange track on one day. He was obviously smooth, talented, and exceptionally level-headed for his age; he had only just turned 17 then. As he continued to improve over here, it was obvious he should come back and ride the bike again, which he did at the Brno tests this year. He did exactly the same thing again, only quicker. We see it, if he does join, as a three-year project. If everything worked out, he could win the World Championship in his third season with us. While that may seem a long way away from him riding a Formula Xtreme bike at Brainerd, there's no sense pretending that isn't the aim of the project. What none of us has to lose sight of is that there's an awful lot for him to learn. Equally, with the skill he's shown us he has, coupled with the right attitude and the right support, it's not an unrealistic goal."

#### New AMA Superbike Operations Manager

Gary Mathers is beginning to get high marks from the pits. "I just see a big change in the decisiveness of the decision-making process," said Kawasaki mechanic Al Ludington. When the rain fell at New Hampshire, "It took over four hours to rearrange the schedule at Loudon. Here, it took 27 minutes," added Ludington.

Eric Bostrom and his Kawasaki team ran into serious tire problems at Mid-Ohio, forcing Bostrom to pit during the race to replace a rear tire. Asked if the team had any plans in place to prevent such an occurrence in the future, Bostrom's mechanic Al Ludington said, "There's not much we can do. If you go out and do the parade lap and the warm-up lap, that's six miles on the tire (at Brainerd). On the parade lap you can't really tell anything because you're stuck behind the pace car. At the end of the warm-up lap, it's against the rules to go over the wall to work on the machine, and you can't change the tire."

At the general riders' meeting on Friday, AMA's Ron Barrick said, "We won't race if it gets wet because the drag strip gets like ice with the rubber and the VHT" (traction compound). True to his words, when the rain started falling that afternoon the racing action was stopped almost immediately and a new schedule was out within the hour.

Daigoro Suzuki was very fast in 750cc Supersport qualifying on Saturday, turning the best time in his session in the morning and going on to get fourth place on the grid. According to Mark Junge, the motor in Suzuki's bike came from his shop. "He works on his bikes at my shop during the week, and after Mid-Ohio, his motor was making noise. I gave him the

one I had in the shop because I didn't want him to have to race in the 750cc class on a 600cc." The motor turned out to be one built originally by Keith Perry, who is Crew Chief for Team Valvoline EMGO Suzuki. Ben Spies, the official Team Valvoline EMGO Suzuki entry in the 750cc class, qualified fifth, just behind Suzuki.

Yoshimura's Mat Mladin said that confidence with his Suzuki is becoming a problem. "I'm not confident at all with it. We had problems at Laguna, and we had problems at Ohio. Nobody knows, but we even had problems with eight laps to go in the first race at Ohio. The same clutch problems. We're (still) having clutch problems. We've had them in every session so far this weekend, and we're reverted back to some old stuff just to get through the weekend. It doesn't work as well as we'd like it to work, I mean, it's going to get us through the weekend. Hopefully, we won't have any problems tomorrow, but I can't guarantee anything. It's a little bit worrying at the moment, yeah, cause we're running fast and strong, but we're not sure."

No more tutoring: Jimmy Moore found himself locked in a battle with Tony Meiring for the first few turns of the 750cc Supersport race. Moore, who said he tries "to help out Tony when I can" said after the race, "I think I'm going to put an end to that."

Nicky Hayden's mother Rose Hayden was watching the Superbike race from the press tower. After Nicky and Kurtis Roberts collided while going for the win, Rose said, "That took 10 years off my life."

It turns out that Nicky Hayden's win in the Superbike race was a birthday present to himself. Hayden, who turned 20 on the following Monday, said, "The last few years I hadn't done really good on my birthday weekend, so hopefully when I get back home tomorrow night we can have a little party or something."

Asked how all three Hondas got on the rostrum after struggling earlier in the year, Miguel Duhamel said it was due in part to the team's "computer guy", Darren Marshall. "He's actually been coming up with stuff, and stuff that we were missing out. He's been helping us actually get the bike better. So finally we've seen some fruits of the computer data acquisition helping the riders. In my case for sure Darren was a big help in the last couple of races. With him there now I think we'll be able to just keep the bikes more competitive and not have a weekend where we're running for the lead at Daytona and then the next weekend being 10th. I don't think you'll see that any more."

Buell Race Support Manager Henry Duga said that the company had originally intended to debut the new Buell XB9R Firebolt Pro Thunder racebike at Brainerd, but the goal is now just to debut the new machine before the end of the season. And even if the new Buell makes an appearance in AMA Pro Thunder competition this season, it will not be the finished version, according to Duga, who explained, "Just like we have been developing our current bike since the Pro Thunder class started, we want to make sure that the XB is fairly well sorted before we bring it out." Duga said that after the Firebolt's race chassis is dialed in, it will be fitted with an updated version of the current Pro Thunder race engine, combining the current top end with XB9R engine cases and XB9R fuel-injection. Although Duga wouldn't reveal the bore, stroke and displacement of the Buell race engine now in use, he confirmed that it was larger than the Firebolt's stock 984cc (88.9 x 79.38mm bore and stroke) and closer to

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the Lightning X1's 1203cc (88.8 x 96.8mm bore and stroke).

Buell racer Tripp Nobles said that he has been testing the Firebolt racebike on virtually every off weekend this summer, including four tests at three different tracks in the weeks before Brainerd.

AMA Pro Racing's Ron Barrick said at Brainerd that a race at California Speedway has not been included in the 2002 schedule but that a date will be held open for the Fontana, California track. Barrick said, "We won't know for sure that we are going to race there until after the track is constructed and we have a chance to test on it," said Barrick. "We will invite some teams to come ride on it and give their feedback like we did at Virginia International Raceway." Barrick said that he did not foresee any problems as California Speedway has consulted both the AMA and Kenny Roberts (the elder) from early in the planning stages of the new track. Barrick said that paving would begin at the Fontana facility August 20 and should be completed in September.

Buell Pro Thunder riders were out for the first official AMA practice session Friday morning at The Colonel's Brainerd International Raceway, but the session was red-flagged halfway through. The stoppage was not caused by a crash or oil on the track, but rather because neighbors complained about the noise. Due to a new local ordinance, BIR is not allowed to start on-track operations until 9:00 a.m. and, after neighbors called the track, the practice session was shut down until 9:00 a.m.

Former Champion Shawn Conrad was back riding in Pro Thunder on a Ducati 748, sponsored by Corse Superbikes. Conrad showed up at Brainerd with serious road rash and said "I crashed my mountain bike on Tuesday. I was pedaling as fast as I could in top gear down a country road, my foot came off the pedal, and I lost control. It's the worst road rash I've ever had, worse than from any motorcycle crash." Conrad was lucky to escape with just rash as he admitted that he was not wearing a helmet when he crashed.

Conrad made more news Sunday at Brainerd when he jumped ship from long-time sponsor Bridgestone to Dunlop tires. "Bridgestone are great people and a great company. Without them, I wouldn't be here, but it's hard to be two seconds slower all of the time," said Conrad. "They are still the same tire from '99." Conrad rode on Bridgestone slicks when he won his 1999 AMA Pro Thunder Championship. Conrad finished fourth in the Pro Thunder race at Brainerd.

Richie Morris made a return to Pro Thunder and AMA competition at Brainerd, on a Hal's Performance Advantage Buell. Morris, who was injured in a horrific crash on the re-start of the Daytona 200, was on board a 2001-model Hal's Buell Pro Thunder racer for the first time. According to Buell's Henry Duga, the ride came about as "sort of a reward" for Morris' tremendous recover from injury and his second-place performance in his first return race, in the Formula USA Buell Lightning series at Virginia International Raceway. Morris said that he was just happy to be back.

Damon Buckmaster's Graves Yamaha YZF-R1/R7 blew its engine on the cool-down lap of the Formula Xtreme qualifying session at Brainerd and oiled the track for "400 yards" between turns two and three, according to reports on the CRA cornerworker radio network. Clean-up took over 30 minutes. When asked what went wrong in the engine, Graves Motorsports Yamaha's Chuck Graves said, "We blew a fuse."

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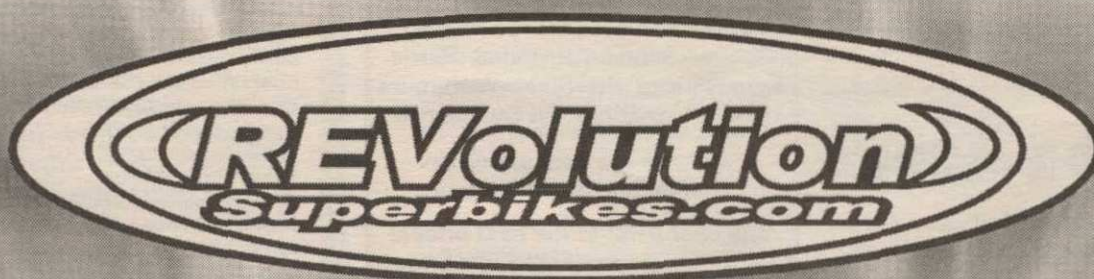
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## WSB Brands Hatch

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ciani, 37:20.712; 18. Martin, 37:31.802; 19. Robert Ulm, Austria (Duc 996RS), 37:32.610; 20. Stey, 37:33.525; 28. Hislop, 4 laps, DNF, entered pits. Race Distance, 25 laps, 65.573 miles; Race Time, 36 minutes, 28.522 seconds; Race Average Speed, 107.865 mph; Victory Margin, 2.581 seconds; Fastest Lap, Bostrom, 1:26.884, 108.680 mph, Lap 9.

**SUPERBIKE WORLD CHAMPIONSHIP QUALIFYING:** 1. Edwards, 1:26.556, 109.092 mph; 2. Hodgson, 1:26.652; 3. Hislop, 1:26.761; 4. Chili, 1:26.813; 5. Bayliss, 1:26.972; 6. Reynolds, 1:27.185; 7. Corser, 1:27.200; 8. Bostrom, 1:27.245; 9. Xaus, 1:27.273; 10. Chambon, 1:27.323; 11. Laconi, 1:27.359; 12. Toseland, 1:27.466; 13. James Haydon, Great Britain (Yam YZF-R7), 1:27.500; 14. Emmett, 1:27.648; 15. Yanagawa, 1:27.693; 16. Okada, 1:27.855; 17. Bussei, 1:27.858; 18. Ulm, 1:27.878; 19. Lavilla, 1:27.959; 20. Bortolani, 1:27.967.

**SUPERBIKE WORLD CHAMPIONSHIP SUPERPOLE:** 1. Hodgson, 1:26.769, 108.824 mph; 2. Hislop, 1:26.867; 3. Bostrom, 1:27.091; 4. Edwards, 1:27.226; 5. Chili, 1:27.259; 6. Toseland, 1:27.313; 7. Reynolds, 1:27.455; 8. Corser, 1:27.475; 9. Laconi, 1:27.540; 10. Yanagawa, 1:27.731; 11. Emmett, 1:27.896; 12. Okada, 1:27.999; 13. Chambon, 1:28.006; 14. Bayliss, 1:28.082; 15. Haydon, 1:28.345; 16. Xaus, 1:28.361.

**SUPERBIKE WORLD CHAMPIONSHIP POINT STANDINGS (After 19 of 25 races, all 25 count):** 1. Bayliss, 303 points; 2. Edwards, 250 points; 3. Bostrom, 247 points; 4. Corser, 226 points; 5. Hodgson, 217 points; 6. Chili, 179 points; 7. Yanagawa, 132 points; 8. Lavilla, 122 points; 9. Okada, 118 points; 10. Xaus, 106 points.

**CORONA SUPERSPORT WORLD CHAMPIONSHIP:** 1. Jorg Teuchert, Germany (Yam YZF-R6), 34:53.995, 103.715 mph; 2. Andrew Pitt, Australia (Kaw ZX-6R), 34:54.006; 3. Jamie Whitham, Great Britain (Yam YZF-R6), 34:54.011; 4. Katsuaki Fujiwara, Japan (Suz GSX-R600), 34:55.492; 5. Fabrizio Piovano, Italy (Suz GSX-R600), 34:58.671; 6. Pere Riba, Spain (Hon CBR600F4i), 34:59.192; 7. Paolo Casoli, Italy (Yam YZF-R6), 34:59.475; 8. Karl Harris, Great Britain (Suz GSX-R600), 35:03.974; 9. Fabien Foret, France (Hon CBR600F4i), 35:04.037; 10. Christian Kellner, Germany (Yam YZF-R6), 35:04.665; 11. Kevin Curtain, Australia (Hon CBR600F4i), 35:07.706; 12. Cristiano Migliorati, Italy (Hon CBR600F4i), 35:30.428; 13. Werner Daemen, Belgium (Yam YZF-R6), 35:30.541; 14. Vittorio Iannuzzo, Italy (Suz GSX-R600), 35:30.904; 15. Adam Fergusson, Australia (Hon CBR600F4i), 35:31.265; 16. Chris Vermeulen, Australia (Hon CBR600F4i), 35:35.620; 17. Dean Thomas, Australia (Duc 748), 35:37.620; 18. Stefano Cruciani, Italy (Yam YZF-R6), 35:37.723; 19. Shannon Johnson, Australia (Hon CBR600F4i), 35:37.962; 20. Ivan Clementi, Italy (Yam YZF-R6), 35:40.463; 28. Karl Muggeridge, Australia (Suz GSX-R600), 13 laps, DNF, crashed; 30. Iain MacPherson, Great Britain (Kaw ZX-6R), 7 laps, DNF, crashed; 34. Piergiorgio Bontempi, Italy (Yam YZF-R6), 1 lap, DNF, entered pits. Race Distance, 23 laps, 60.327 miles; Race Time, 34 minutes, 53.995 seconds; Race Average Speed, 103.715 mph; Victory Margin, 0.011-second; Fastest Lap, Muggeridge, 1:30.395, 104.459 mph, Lap 10.

**CORONA SUPERSPORT WORLD CHAMPIONSHIP QUALIFYING:** 1. Whitham, 1:29.668, 105.306 mph; 2. Pitt, 1:29.849; 3. Foret, 1:29.924; 4. MacPherson, 1:29.937; 5. Muggeridge, 1:29.969; 6. Fujiwara, 1:30.012; 7. Riba, 1:30.024; 8. Piovano, 1:30.103; 9. Teuchert, 1:30.180; 10. Harris, 1:30.238; 11. Kellner, 1:30.282; 12. Casoli, 1:30.340; 13. Matt Llewellyn, Great Britain (Yam YZF-R6), 1:30.361; 14. Christophe Cogan, France (Yam YZF-R6), 1:30.441; 15. Bontempi, 1:30.483; 16. Steve Plater, Great Britain (Hon CBR600F4i), 1:30.545; 17. Vittoriano Guareschi, Italy (Duc 748), 1:30.550; 18. Fergusson, 1:30.563; 19. Thomas, 1:30.564; 20. Curtain, 1:30.658.

**CORONA SUPERSPORT WORLD CHAMPIONSHIP POINT STANDINGS (After 8 of 11 races, all 11 count):** 1. Teuchert, 113 points; 2. Casoli, 109 points; 3. Pitt, 100 points; 4. Curtain, 86 points; 5. Muggeridge, 64 points; 6. TIE, Whitham/Riba, 63 points; 8. Fujiwara, 50 points; 9. MacPherson, 49 points; 10. Bontempi, 45 points.

**AXO SUPERSTOCK EUROPEAN CHAMPIONSHIP:** 1. Mark Heckles, Great Britain (Hon CBR929RR), 22:59.554, 102.670 mph; 2. Walter Tortoroglio, Italy (Suz GSX-R1000), 23:01.881; 3. James Ellison, Great Britain (Suz GSX-R1000), 23:03.014; 4. Kieran Murphy, Great Britain (Suz GSX-R1000), 23:03.808; 5. Chris Burns, Great Britain (Suz GSX-R1000), 23:04.601; 6. Marty Nutt, Great Britain (Suz GSX-R1000), 23:06.291; 7. Oliver Four, France (Hon CBR929RR), 23:06.952; 8. Gianluca Vizziello, Italy (Yam YZF-R1), 23:13.210; 9. Giacomo Romanelli, Italy (Suz GSX-R1000), 23:13.438; 10. Andy Notman, Great Britain (Suz GSX-R1000), 23:20.277; 11. David Johnson, Great Britain (Suz GSX-R1000), 23:20.603; 12. Benny Jerzenbeck, Germany (Suz GSX-R1000), 23:22.268; 13. Didier Vankeymeulen, Belgium (Hon CBR929RR), 23:28.204; 14. Koen Vleugels, Belgium (Yam YZF-R1), 23:28.610; 15. Benjamin Nabert, Germany (Suz GSX-R1000), 23:32.546; 16. Ludovic Fourreau, France (Suz GSX-R1000), 23:32.768; 17. Dario Tosolini, Italy (Duc 996S), 23:42.602; 18. Paul Mooijman, Holland (Yam YZF-R1), 23:42.858; 19. Gunter Knobloch, Austria (Yam YZF-R1), 23:43.528; 20. Lorenzo Mauri, Italy (Duc 996S), 23:43.806; 28. Chris Miller, Great Britain (Suz GSX-R1000), 10 laps, DNF, crashed; 31. Lorenzo Alfonsi, Italy (Duc 996S), 0 laps, DNF,

crashed; 32. Kyo Verstraeten, Holland (Hon CBR929RR), 0 laps, DNF, crashed. Disqualified by technical: Markus Wegscheider, Italy (Suz GSX-R1000); Kevin Falcke, Great Britain (Suz GSX-R1000). Race Distance, 15 laps, 39.344 miles; Race Time, 22 minutes, 59.554 seconds; Race Average Speed, 102.670 mph; Victory Margin, 2.327 seconds; Fastest Lap, Tortoroglio, 1:31.112, 103.637 mph, Lap 3.

**AXO SUPERSTOCK EUROPEAN CHAMPIONSHIP QUALIFYING:** 1. Heckles, 1:31.446, 103.258 mph; 2. Four, 1:31.462; 3. Tortoroglio, 1:31.537; 4. Murphy, 1:31.719; 5. Miller, 1:31.993; 6. Ellison, 1:32.023; 7. Nutt, 1:32.069; 8. Vizziello, 1:32.239; 9. Verstraeten, 1:32.276; 10. Falcke, 1:32.305; 11. Burns, 1:32.435; 12. Oliver, 1:32.656; 13. Wegscheider, 1:32.758; 14. Kenny Tibble, Great Britain (Hon CBR929RR), 1:32.797; 15. Johnson, 1:32.938; 16. Jerzenbeck, 1:33.035; 17. Vankeymeulen, 1:33.142; 18. Raffaello Fabbioni, Italy (Hon CBR929RR), 1:33.158; 19. Notman, 1:33.275; 20. Romanelli, 1:33.310.

**AXO SUPERSTOCK EUROPEAN CHAMPIONSHIP POINT STANDINGS (After 6 of 8 races, all 8 count):** 1. Ellison, 111 points; 2. Tortoroglio, 105 points; 3. Heckles, 87 points; 4. Jerzenbeck, 58 points; 5. Tosolini, 47 points; 6. Oliver, 44 points; 7. Nutt, 41 points; 8. Romanelli, 36 points; 9. Wegscheider, 35 points; 10. Alfonsi, 34 points.

**SIDECAR WORLD CUP:** 1. Steve Webster/Paul Woodhead, Great Britain/Great Britain (Suz), 24:57.466, 100.891 mph; 2. Jorg Steinhausen/Hopkinson, Germany (Suz), 24:58.337; 3. Ian Guy/Andy Peach, Great Britain/Great Britain (Suz), 25:31.044; 4. Hauzenberger/Simmons, Austria (Suz), 25:38.355; 5. Van Gils/Van Gils, Holland (Suz), 25:40.424; 6. Stuart Muldoon/Crone, Great Britain (Yam), 25:41.837; 7. Stafford/Wright, Great Britain (Yam), 26:02.998; 8. Kurth Liechti/Daniel Locher, Switzerland/Switzerland (Kaw), 26:06.443; 9. Schroder/Wafler, Switzerland (Suz), 26:06.954; 10. Steenbergen/Steenbergen, Holland (Suz), 26:07.366; 11. Hanquet/Rodriguez, Belgium (Suz), 26:09.377; 12. Biggs/Biggs, Great Britain (Yam), 26:16.410; 13. Founds/Founds, Great Britain (Yam), 26:26.847; 14. Lambert/Murray, Great Britain (Yam), 26:43.347; 15. Hayakawa/Kobe, Japan (Suz), 15 laps; 16. Eilers/Engelmann, Germany (Suz), 15 laps; 17. Delannoy/Vannier, France (Suz), 15 laps; 18. Klaus Klaffenbock/Christian Parzer, Austria/Austria (Suz), 13 laps, DNF, entered pits; 19. Fleury/Birchall, New Zealand (Suz), 10 laps, DNF, entered pits; 20. Cameron/Harper, Great Britain (Suz), 9 laps, DNF, crashed; 21. Steve Abbott/Jamie Biggs, Great Britain/Great Britain (Yam), 7 laps, DNF, retired; 22. Roscher/Neubert, Germany (Suz), 0 laps, DNF, retired; 23. Tom Hanks/Phill Biggs, Great Britain/Great Britain (Suz), 0 laps, DNF, retired. Race Distance, 16 laps, 41.967 miles; Race Time, 24 minutes, 57.466 seconds; Race Average Speed, 100.891 mph; Victory Margin, 0.871-second; Fastest Lap, Webster/Woodhead, 1:31.847, 102.808 mph, Lap 16.

**SIDECAR WORLD CUP POINT STANDINGS (After 6 of 6 races, all 6 count):** 1. TIE, Webster/Klaffenbock, 95 points; 3. Steinhausen, 75 points; 4. Abbott, 53 points; 5. TIE, Muldoon/Liechti, 51 points; 7. Hanks, 45 points; 8. Hauzenberger, 44 points; 9. Schroder, 41 points; 10. Guy, 40 points.



### Fogarty And Corser Flying High

Former Superbike World Champions Carl Fogarty and Troy Corser got the ride of their lives after the Brands Hatch round of the World Superbike Championship, courtesy of the Royal Air Force. The pair met up at the RAF base at Scampton in Lincolnshire, England to go up with the RAF aeronautical team, The Red Arrows.

Corser is a keen flyer, well on his way to getting his own pilot's license, but Fogarty is less keen on airplanes. "I worry about mechanical failure," said a nervous-looking Fogarty before climbing into the cramped cockpit of the twin-seat Hawk trainer jet. The pair took to the air riding pillion in the Hawks, with full-time stunt pilots

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at the stick. British television's Suzi Perry, who covers the Superbike Championship for BBC (British Broadcasting Corporation) TV, joined the pair on the mission.

The three were taken through a full range of stunts, including barrel rolls, loop-the-loops and vertical climbs and dives. When they landed, Fogarty was still grinning and hadn't needed to reach for the barf bag. "It was great," enthused Fogarty. "When we were banking I was sticking my knee out like on a bike—it's been that long since I raced!"

Corser urged his pilot to keep them up for longer and even took control of the jet to perform some maneuvers. "He's a natural," said Flight Lieutenant Justin Hughes afterwards.

"The acceleration didn't feel much harder than on my RSV," said Corser. "But the speed of the turns and rolls is awesome, it's so responsive."

Perry didn't take to stunting quite so well. Her pilot landed his jet early in order to save the commentator the embarrassment of bringing her breakfast up in mid flight. She looked decidedly green when she eased herself out of the ejector seat.

#### Corser Says His Tires Aren't Round

Troy Corser has blamed his recent run of poor form on his tires. "They aren't round," claimed the Australian, who started the season so well. "When we spin the wheels up on a spindle they just don't turn properly. The vibration this causes is messing up the suspension." When asked why other Dunlop riders, notably Ben Bostrom, didn't seem to have the same troubles, Corser was ready with his reply. "I think it's the stiffness of the Aprilia chassis. The Ducati has much more flex and probably deals with the problem better." A regular rider from the British Superbike Championship who didn't want to be named confirmed that he, too, had experienced problems with his Dunlop tires, saying "We've had some real duds!" All the riders in the British Championship ride on Dunlops.

#### Bigger Pirelli Tires For Supersport Bikes

Pirelli engineers took some 190-section rear tires along to Brands Hatch to try them out in race conditions for the first time. The Ten Kate Honda team were privileged to try out the tires for the first time—unknown to any of the other Supersport teams. "They are awesome," said a team insider. "The riders are amazed at how much more power they can get down in the turns." The Pirelli men also took along some new compound fronts, designed to try to cope with the extra stresses put on the front tire by the increased traction at the rear developed by the 190s. The 190 section covers weren't used in the race, as they hadn't yet been tested for race distance. Ten Kate will be running the tires for race distance in tests at Assen, the team's home circuit, during the August break with a view to using them at the next round.

#### Smaller Pirelli Tires For Superbikes

While Pirelli engineers were trying out 190-section tires in the Supersport series for the first time at Brands Hatch, they also tried smaller-diameter 16.5-

inch slicks on Steve Martin's Ducati Superbike. "They were immediately worth more than half-a-second a lap in qualifying," said Martin. Pirelli doesn't yet have a race-distance-proven tire in the 16.5 size, but should have one ready for the next round.

#### Dunlop Warns Superpole Riders

Meanwhile, Dunlop technicians were warning their Superpole entrants to "take it easy" in the last stages of their Superpole lap. The technicians were worried that the super-sticky qualifiers used in Superpole would be beyond their best before the end of the 2.6-mile (4.221-kilometer) circuit in the 86 degree F (30 degree C) heat of Saturday's Superpole session.

#### More "Electrical" Problems For Honda

The big H men were again reluctant to admit that race engines can, and do, break in the heat and stress of racing. When Alpha Technik's new rider, Steve Plater, retired from the Supersport race the team put the CBR600F4i's DNF down to 'electrical problems'—just as Castrol Honda did when both Tady Okada and Colin Edwards appeared to seize their RC51s earlier in the season. It was obvious to anyone who was around when Plater pulled in that the problem was mechanical, leading one observer from another team also running the CBR600F4i to quip, "Yeah, it could be electrical—maybe the engine threw a rod and it took the generator off!"

No word how Honda's usual electrical suppliers, such as Denso, take to being used as an all-purpose scapegoat.

#### Benelli Goes Back To The Drawing Board

The whole of Italy may be on vacation in August but the engineers at Benelli are still going to have to report for work. "Everyone needs a rest," observed Benelli owner Andrea Merloni, "so we'll have to let them have a break. But we will have to get some work done to try to solve various technical problems that have arisen in our first three meetings at World Superbike level." The team did pick up another three points at Brands and had the satisfaction of seeing rider Peter Goddard mixing it with Tady Okada on the factory Honda. But in qualifying the Tornado was plagued by problems, which made getting a good grid position hard work for the former Aprilia development rider.

#### Alstare Denies Defection Reports

Francis Batta, team boss at Alstare Suzuki, denied that his team is leaving either Suzuki or World Superbikes. "Rumors of my demise are exaggerated," joked Batta at Brands Hatch. Inside sources suggested that the whole thing had been designed to give Suzuki Japan a bit of a wake-up call and had served to strengthen Batta's negotiating hand. Rider Pierfrancesco Chili has gone on record saying that the bike would have been more competitive this season had Suzuki incorporated modifications to the chassis suggested by the veteran Italian star at the start of the season.

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## Valentino Rossi

continued from page 17

## We Ask The Greats About Valentino Rossi

Phil Read

Phil Read is the only man in racing history to have won 125cc, 250cc and 500cc World Championships, and reckoned to be one of the most fearless of all time. Read won the 1968 125cc crown and the 1964, 1965, 1968 and 1971 250cc titles with Yamaha, then switched to MV to grab 500cc glory in 1973 and 1974. Here's what he says about Valentino Rossi:



Valentino Rossi (left) with Phil Read, in the paddock at Le Mans.  
Photo by Sports Photography.

"He's a brilliant rider and he seems sensible, he's not big-headed, he doesn't think he walks on water. You get riders these days that win a National title and they think they're World Champions. You can see he knows he's got a job to do and he does it. He doesn't pose around in the pits, he's grafting and giving his engineers what they need.

"But he's also a great laugh, he's a character and that's a breath of fresh air in GPs. I think that some of the others can't switch off and that grinds them down. Even doing what he does, you've got to relax and enjoy life, then switch on to go racing.

"When I was racing, there was no great plan to win all three titles. I was contracted to Yamaha to do 125s and 250s, but more than anything my ambition was to beat Agostini in the 500s. It was a progression for me and it's the same for Valentino."

Mick Doohan

Mick Doohan ruled the 1990s, winning five back-to-back 500cc crowns from 1994. Rossi inherited the same crew that Aussie Doohan used throughout his Grand Prix career. As the HRC team's General Manager, Doohan now offers useful advice to his young protégé.

"Valentino is the new benchmark in 500s. There's some guys that can race with him and I expect one guy to come up to consistently race with him. There's pretty much always two guys going for the Championship—Spencer versus Roberts, Spencer versus Lawson, Lawson versus Gardner and so on.

"I think at this stage it'd be pretty hard to say that he's the best ever but

good to work with, so we must thank Aprilia for giving him the training to tell us what the problem is and whether we're making it better or worse for him."

you never know. He's only in his second year on a 500, so it's pretty hard to make that kind of assessment, especially when you've got to look at guys like Kenny Roberts Senior, Freddie Spencer, Eddie Lawson and Giacomo Agostini. It's pretty easy to pump someone up, then all of a sudden things can go wrong, so you don't know. At the moment I'd be prepared to say he's a very talented, extremely talented rider, but is he more talented than Spencer or Roberts? I don't know, time will tell, I guess."

King Kenny Roberts

GP racing's big daddy of them all, King Kenny did one better than Rossi in his own career, he won the 500cc title at the first attempt in 1978 and twice successfully defended for a hat-trick. Roberts has been a team owner since retiring, currently fronting the Proton KR3 outfit.

"I think Rossi's secret is pretty simple. It looks to me like he's loving it, he's happy to be out there. He doesn't play mind games, he loves riding the motorcycle, and he rides it right. That's a hard combination to beat. Then when you get the best rider on the best bike, that's a hard combination to beat, too.

"If he keeps going like this, he'll set a lot of records and be one of the best, for sure. He's definitely up there, but only time will tell. The only thing that could happen is that he'll get burned out, but I don't see that, he's having more fun than anyone.

"Sure, he's had good bikes all the way through, so it's going to be interesting to watch next year, with the four-stroke thing coming up. The Honda four-stroke could be crap, but I doubt it, no one ever beats Honda on four-strokes."

Giacomo Agostini

The most successful rider of them all, Latin heartthrob Giacomo Agostini won 15 World Championships and 122 500cc and 350cc GPs during the 1960s and 1970s, starred in a couple of movies, then went into team management. He has been retired from direct involvement in racing for some years now.

"He's a talent, for sure, he was born with it in his blood. His dad rode for my team once, he wasn't so bad but not like his son. Valentino started racing as a young boy, he was doing what he liked doing, just playing around, and now he's doing the same, but in a different way.

"He is very good, he's fantastic and he's the best rider out there at the moment. But I think we should wait until the end of his career until we decide whether he's the best ever, maybe it's too early to do that now. It's like fruit, you must wait a while for it to be ready, you don't just pick fruit when it looks nice, you must wait until it's properly ripe. I think we exaggerate too much nowadays. In my time or Phil Read's time, we wouldn't ask after one year in 500s if we were the best."

RW



Dooohan, who spends more time in Rossi's pit than anywhere else, adds: "He really works at it, much more than I ever did. He watches a lot of videos, from way back, he watches what guys like Schwantz, Rainey and me used to do and he picks out the pieces of our styles that he wants to use."

Which brings us to riding style. We've already examined the mental attitude that makes him so strong, but what makes Rossi so special when it comes to riding? His technique, as well as his sunny off-track persona, is often likened to Schwantz's style, and the Texan reckons there's a good reason for that. "If there's anybody I see that simulates my riding style, Rossi is one of them. But I'm not sure whether that's the right or the wrong way or just the way a long, tall thin guy has to ride the bike. If you're tall like I am and he is, you've got to use your upper body a bit more and pull the thing down."

Rossi's riding technique also shares a vital similarity with Dooohan's, and this isn't just coincidence of physique. Whatever his God-given talent, Rossi needed to change his riding style when he came to 500s. He'd grown up through 125s and 250s, where corner speed is king, and while corner speed is crucial in 500s, too, it's not the way to ride from start to finish. A 500 burns up its tires during a race, so the sidegrip that was there in the early laps won't be there later on. Dooohan has spent plenty of time drumming this into his young charge, telling him to get off the side of the tire, so he can use a fatter section of rubber on corner exits. Watch Rossi closely and you'll see him mimic Dooohan—he lifts the bike, almost violently, as he brings on the throttle out of a corner, which gives him a larger tire-to-tarmac contact patch that can handle bigger throttle openings. Dooohan has also coached the youngster to take the emphasis off the front tire and shift it to the rear—because it's too dangerous to play fast and loose with a 500's front tire.

Rossi has proved a willing pupil. "The true 500 riders were Schwantz and Dooohan and Rainey and Gardner, there's none like that now," Rossi says. "My dream is to use a 500 like those guys."

Dooohan reckons Rossi's already doing that. "Valentino is riding the bike the way a 500 needs to be ridden," adds five-time Champion Dooohan. "A lot of other 250 World Champions haven't made a really big impact in 500s because they've struggled to get away from their 250 riding styles but Valentino has thought about it."

Yup, Rossi has thought about it plenty, and he's still thinking about it. Maybe you've noticed it, too, but we've seen a change in him this year. He's growing up, he's no longer the happy-go-lucky boy wonder with the sweet smile, he's going the way of other 500cc firebrands. Like Dooohan, Eddie Lawson and others before him, Rossi's face is changing, and changing fast: The cheeks are more hollow, the eyes more sunken, the look a little more haunted. That's what 500s do to you. Perhaps we're witnessing a new and darker side to The Doctor. The remaining question is, where will he go from here?

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# Can The Emperor Be King?

By Mat Oxley



Max Biaggi, on the podium (above) and headed for victory in Germany (right) on his Yamaha YZR500. Biaggi's 500cc Grand Prix fortunes seem to have recently turned around. Photos by Sports Photography.

It's not easy being Max Biaggi. You're racing Valentino Rossi, everyone's favorite Grand Prix rider. Beat him and everyone hates you, get beaten by him and everyone thinks you're a wuss. Win or lose, you lose. You're the bad guy, he's the good guy, end of story.

Then you go and have a punch-up. No one really knows who won, but everyone just hates you some more, or at least, that's the theory. And yet Max Biaggi seems to have come out of the scrap winning respect. Mostly, the so-called Roman Emperor courts unpopularity for his arrogance but the feud has uncovered a streak of dignity.

The notorious fracas, which followed the pair's one-two at June's Catalan Grand Prix, demands deeper examina-



Max Biaggi, on his way to winning in front of a huge crowd at the Sachsenring. This is Grand Prix racing as Biaggi imagined it, full of his own personal success and glory. Photo by Sports Photography.

tion of their relationship and individual psyches. For years it's been known that they don't get on; they're irreconcilable. Biaggi is old-school Italian: Born in Rome, resides in Monaco and has tea with the pope. He's proud. Rossi is new-skool Italian: Born near Rimini, hangs out in London and goes clubbing with his mates. He's cool. It's the old Mezzogiorno—Italy's north/south divide. On top of that, they're rival suitors for the love of the Italian fans, and the lira that comes with that devotion.

Looking back over the years, it's always been Rossi who's wanted to make something out of their rivalry. "It's simple," Rossi told me a few summers back, "I don't like Max and he don't like me." And he rarely misses a chance to mock, whether he's riding a victory lap with a blow-up doll to diss Biaggi's alleged affair with super-model Naomi Campbell, or tipping him a contemptuous wink on the podium.

Biaggi never even publicly acknowledged the feud until after the fisticuffs. "My only defense is to say nothing," he nods. "By getting

had Biaggi's arms behind his back. "That wasn't nice," he says, face flecking with hurt. "It was unfair." No one really seems to know exactly who did what in that chaotic melee, but the roles of bad guy, good guy don't seem so clear any more. There's a new and darker side to The Doctor, Rossi's latest self-appointed nickname.

According to one witness of the contretemps, Biaggi managed to headbutt Rossi's team manager while the guy had his arms behind his back, giving Rossi's boss a black eye. Then he managed to fight free, clocking Rossi in the face. If you were looking for a points decision in the absence of a knockout, you'd have to give the fight to Mighty Max.

Biaggi insists he's baffled by the whole rivalry. "We only started racing together last year but it feels like Rossi's been racing me ever since he was in 125s. It's not normal to have a go at another rider when you're not even in the same class. It's like me saying Troy Bayliss is an idiot, why would I want to fight him if we're not racing together? Rossi is clever, he gets energy from all this, but I think people get tired of it."

Eight years Rossi's senior, Biaggi was first on the Grand Prix scene, though he only



involved I have everything to lose and nothing to gain." All he will say is that Rossi only whacked him once someone

started racing a year before his arch-rival. While Rossi was raised on bikes by his GP-winning dad, Biaggi had nothing to do with them until a visit to a racetrack in his 18th year. Now 30, he came to GPs four years later, and won four back-to-back 250cc titles from 1994, the first three with



Aprilia, maker of the fastest 250s of the era. But then he fell out with his Italian employers and made an apparently ill-judged switch to Honda for 1997, winning the title again, against all the odds. That success secured Honda 500s for the following year, when he had Mighty Mick Doohan rattled, an achievement of which he's still proud. "Mick had an easy life until I came to 500s, I put some fire on his back!"

While Doohan stayed at Honda, Biaggi wasn't going to get full-factory support, so he moved again, joining Yamaha, even if that meant he was back to riding second-best machinery. The Yamaha YZR500 is good now, though not as perfect as Honda's NSR500, and that's something Biaggi never lets anyone forget.

"Rossi is lucky, he's always in the right place at the right time, he had the best bikes in 125s and 250s and now he has the best 500, the Honda has some magic. At the end of '98 it was obvious Honda would never put me in the HRC team, so my destiny was elsewhere. I'm not a magician, how could I have known Doohan would stop in '99?" So Biaggi is used to the underdog role. "In '97 I proved you can win if you really believe you can do it, I have a strong mind."

Since 1999 Biaggi has worked ceaselessly to improve his YZR500s, committing to a gruelling test program that few other riders would even contemplate. "In '99 the Yamaha was nowhere, I'm proud because we've made the bike better, and if we make another step forward it'll be hard for Honda to win. I just hope they don't make another jump. The Honda's strongest point is its engine, it brings a big benefit to the bike. In 1999 the Yamaha was nowhere, Honda was winning everything. To start off in '99, the Yamaha's crankshaft was too light, so I asked for a heavier crank to improve throttle-to-tire connection. The next year all the Yamaha riders had the same crank, and that was better for everyone. My job isn't just to fight for the Championship, it's to be a test rider."

"Even at the start of this year we didn't have the right set-up, we went the wrong way in South Africa and Spain. So we tried something different when we tested at Mugello in early May. We are now clear on set-up—with 500s you have to be precise on set-up, not approximate. Now our chassis settings are better, so I can ride the way I want to, I'm more in control. I know the Yamaha very well now. I can spin the rear more easily, I'm confident with the throttle, I don't mind if the bike gets a bit out of line. Even when we get chatter, I can ride around that."

"I've also changed my style to better suit the 500. I'm trying to go in deeper, then stand the bike up, so I can get on the throttle sooner. Riding the 500 like a 250 doesn't make sense, you can only be fast until the rear tire starts sliding, then you struggle."

The contest for the last-ever 500cc crown is drawing into its final stages. Rossi has been ahead since the start but the upcoming tracks suit the Yamaha, and Biaggi is one of those rare people who gets off on stress, the kind that buckles normal minds. "I won three of my four 250cc titles at the last race, I respond well to pressure." He was also the highest-scoring rider in the final phases of both the 1999 and 2000 500cc series, and there's every reason to expect he'll have an even stronger finish to this season.

This title fight is going to be a close call, scarily close probably, because the pair have already ridden into each other at 120 mph. It's a bit of a worry, really, but it's going to be great watching history unfold.

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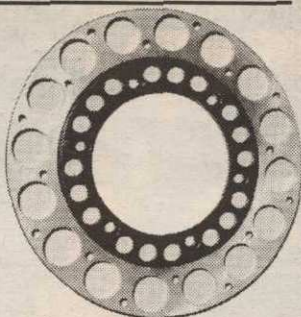
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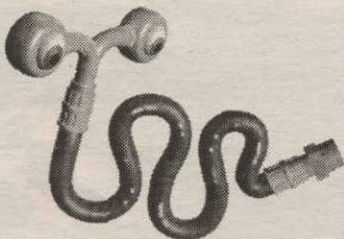
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## FIRST PERSON/OPINION: EXAMINING CHUCK CHOUINARD'S GSX-R750 VALVES FROM LOUDON

# It's Only Cheating If You Get Caught

By Tim Gooding

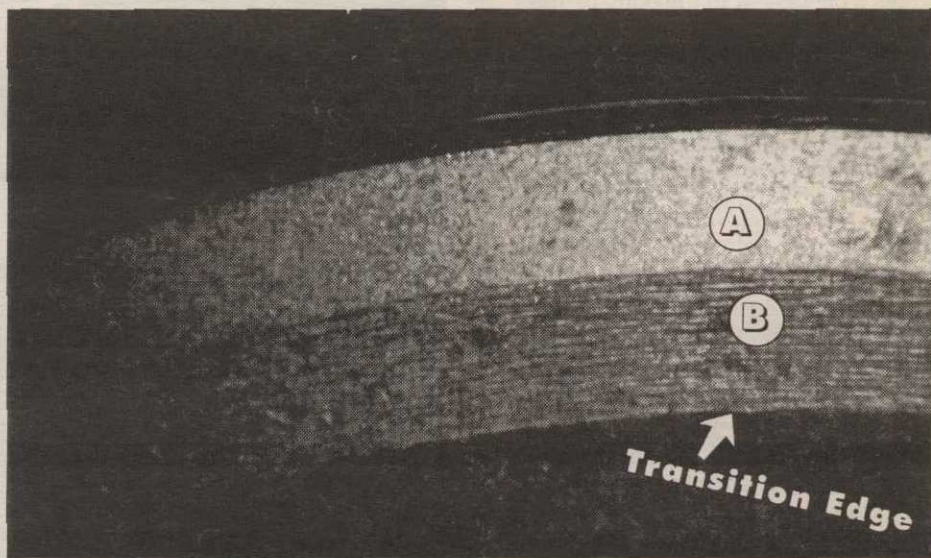
Recently, I was handed a bag of evidence. The articles included were allegedly the sole findings supporting the AMA's position that a rider had cheated his way to a second-place finish in the 750cc Supersport race at Loudon. The rider in question was disqualified, fined, and eventually banned for a year from AMA competition.

I was intrigued and agreed to examine the evidence, an intake valve that had allegedly suffered from 'metal removal' and a brand-new-in-the-bag stock valve from a Suzuki GSX-R750. My questions: Did the tech inspectors truly find an infraction? Does the evidence support their accusations, made prior to the tear-down, that the rider was cheating in a profound way? Was the evidence sufficient to explain the observed effect, which was an inexplicably fast ride by a privateer?

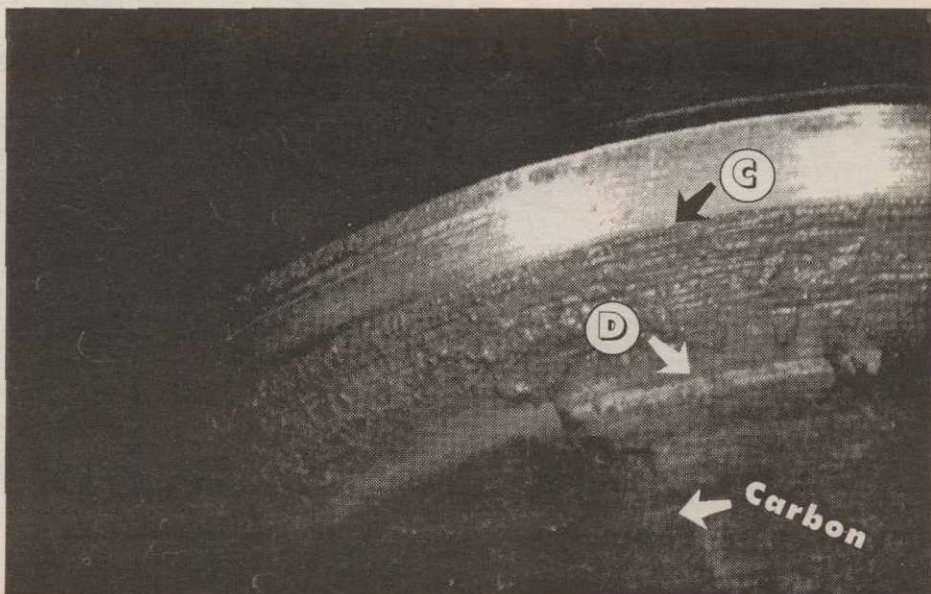
As the engine builder and crew-chief for the Army of Darkness, I have

always been fascinated by the subject of cheating, mostly because I have been denied the opportunity and incentive to cheat by competing in a run-what-ya-brung class. Since we can do most anything we want in the WERA National Endurance Series Middleweight Superbike class, our time is best spent modifying our bikes and pit equipment within the relatively ample limits of the rules, rather than chasing after the more subtle gains that may be procured from cheating. This is not to say that the in-the-frame nitrous system hasn't crossed my mind on those long van trips across the country. Cheating seems to take a truly devious, crafty sort of person, as the examples I've heard of (excluding the cave-man varieties like putting the 1100 motor in a 750 frame and hoping nobody notices) can be quite clever. But more on cheating later.

It may be relevant to review what it takes to modify a motor for signifi-



(Above) The two illuminated stripes in this view of the new valve show the sealing surface (A) and a ground surface (B) on the back of the valve. Note the sharp transition between the ground surface and the sealing area and the back of the valve. (Below) In this view of the used valve the transitions between the manufacturer's ground surfaces have been rounded over, at (C) and (D). Note the carbon scale built up on the back of the valve.

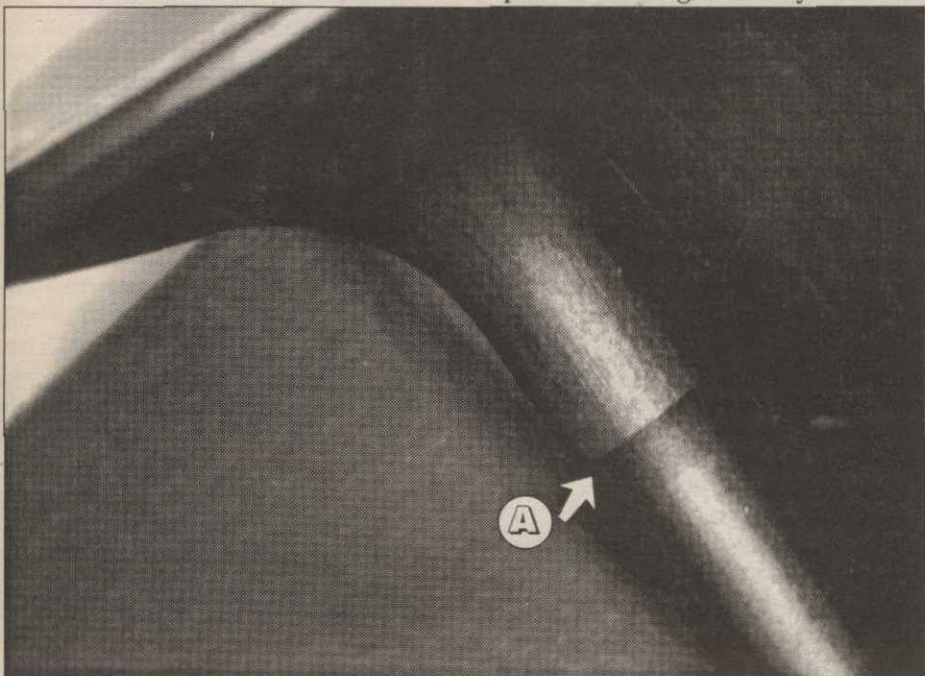




cant horsepower increases, to answer the second question of whether the evidence could explain the observed effect, which was a privateer going like a scalded dog. When I set out to modify one of our motors, there is a laundry list of things that have to happen: Skim the head for a smaller combustion chamber (i.e. more compression), and better cylinder filling from 'un-masking' the intake valves. Skim the cylinders for more compression. Find just the right sort of bumpier cams to get more mixture into the motor, and to

modifications are heavy-handed, take a long time, and would be obvious to anybody who is looking for them.

All of these changes are basic bread-and-butter mods that you can read about in Phil Irving's 'Tuning for Speed', A.G. Bell's 'Four-stroke Performance Tuning', John Robinson's 'Motorcycle Tuning Four-strokes,' and a collection known as 'SAE: Design of Racing and High Performance Engines,' and every now and again in the pages of *Roadracing World*. All these references are quite entertaining, and really don't con-



(Above) The stock valve has a pronounced "waist" where the manufacturer has reduced the part of the valve stem in the intake stream, to enhance flow. There is a sharp transition at (A) from the head of the valve to the stem. (Below) The used valve has been polished to an extent that the transition from the head to the stem has disappeared. Badda-bing.



get the exhaust out (the latter is particularly important in this age of dentist-drill redlines). Grind the cam journals to reduce friction. Pocket the pistons to accommodate the higher valve lift from the bumpy cams. Time the cams to produce top-end, torque, or rideability. Endlessly re-shape the intake and exhaust ports. Convince myself that a modified crankshaft from a well-meaning car guy is not the answer. And, conceivably, re-shape the valves to enhance airflow. This list sums up the basic hoo-hah I go through every winter, and it seems to work well enough. (Our Y2K carbureted GSX-R600 started out with 85 horsepower, and ended up with 105 horsepower, using Quickie-Mart pump gas. The addition of Dyne-all 832 may add another 10 horsepower, depending on whom you believe.) These

tain any secrets.

On to cheating. A rulebook that proscribed all specific examples of cheating would be too heavy to carry, so governing bodies have tried to institute a series of (wet) blanket rules to cover the subject at their discretion. Typically there is a section on what you can do, such as the addition of a pipe and jet-kit, shock, brake-lines, composite bodywork, etc. Then comes the fun part. The rules designed to prevent cheating are a litany of strongly worded pronouncements like "no metal removal", and "all stock fittings/equipment must be present and in working order". Not much room to wiggle there.

So the idea is to accomplish the

.....  
continued on page 74

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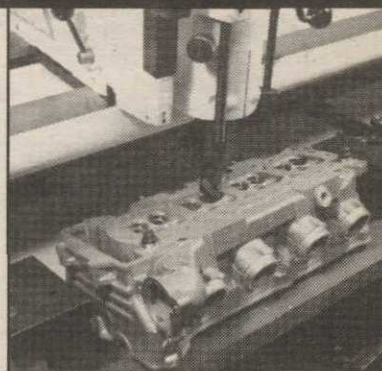
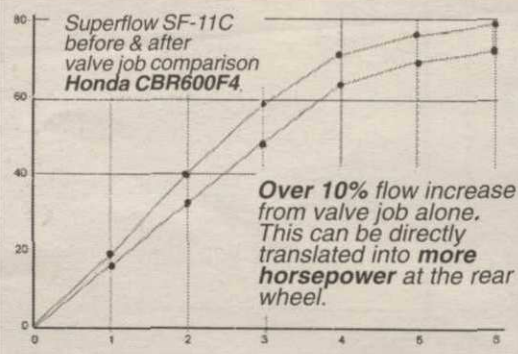
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**Cheating**

continued from page 73

power-enhancing modifications listed above without anybody finding out. Some of the things I have heard about include putting thicker main-bearing shells underneath the crank to move it up in the cases (not sure if this is cheating, but it is clever), smoothing the short-side radius of the intake port where it bends out of sight from the back of the port (the most important part of the port for high-speed flow, and definitely cheating), skimming the head/cylinders just a wee bit, funny fuel additives ("tippin' the can", so to speak, although inexplicably you can use Power-Mist and Nutech now), various amounts of grinding/polishing of the cam journals, modifying the water-pump impeller for less drag, hard-wiring the gear selector switch for the best available ignition curve, modifying the fuel map to produce less power at full throttle to fool dyno tests, and procuring limited runs of factory-produced cheater parts, such as lower-output (lower drag) generators, groovier ignition boxes, and so on. All very interesting, and some more clever than others.

Getting back to the valves I was presented, what, if anything, was done to produce more power? I examined the valves under a binocular macro-scope, the all-seeing eye of the Army of Darkness Ministry of Fabrication, to see what I could see. I was hoping I could use our new High-Zoot Environmental Scanning Electron Microscope, but alas, the evidence for bald-faced, flat-out, outright cheating jumped out of the pictures I took with a digital camera. Or did it?

Comparing the new-in-the-bag valve to the used valve, two areas interested me. First, I could see that the transition from the head of the valve to where the stem is waisted by the factory was smoother and shinier on the used valve than the more abrupt transition on the stock valve. This area was free from carbon (see Figures). Second, the head of the used valve just interior to the sealing surface was smoother and slightly rounded compared to the new valve. There is a fair amount of carbon on the back of the used valve, and on the sealing surface (See photos). Yup, no doubt about it, there has been 'metal removal'.

Dismissed. Do not pass go. Get yer stuff and leave, soldier.

If this is all it takes to get second place in AMA Supersport, then I'm clearly indulging in the wrong hobby. I agree that there has been an illegal modification to this intake valve, a modification similar in theory to what I have done to Yamaha YZF600 valves to increase airflow. Apparently the smoothing was caused by the rider's tuner chucking the valve in a drill and scrubbing accumulated carbon off with Scotch-brite. He seems to have been fairly enthusiastic, and thus removed some metal, possibly exhibiting poor judgement. Of note, is the observation that there is a fair amount of carbon caked onto the back of the valve, which is less-than-optimal for airflow.

Now for the shouting. I submit that the AMA has not explained the observed effect, an inexplicably fast ride by a privateer. The AMA's judgement ignores the reality of just what it takes to build a fast motor. I have to go through a long process of fairly heavy-handed machining and laborious hand-work to build a fast motor, and merely smoothing the surface of the intake valves is just not a significant modification, in the context of how many glaringly obvious operations it really takes to build up horsepower. In fact, the used valve may be in worse shape than a new stock one because of the accumulated carbon on the back of the valve. I just don't believe that polishing the valve stems will get you second place in AMA 750cc Supersport.

And to put the whole story in context, recall my 105-horsepower monster motor, a motor I was completely puffed about. We blew it up nine hours into the last 24-hour at Willow Springs, and replaced it with a stone-cold-stock 90-horsepower motor for the remaining hours. It turned out the bike with the stock motor was easier to ride, as the pilots didn't have to be so careful getting on the throttle, and they set similar or faster lap times. That's the sort of thing that really makes you want to bash your head against a wall for a while. But conceivably this suggests, at least, that horsepower doesn't necessarily determine the outcome of a race.

The brass tacks of this get down to just what the tech inspectors and the AMA were trying to accomplish by disqualifying the privateer. Inexplicable. **RW**



His podium finish in the 750cc Supersport race at Loudon seemed like the high-point of Chuck Chouinard's career, at least until he was disqualified. Photo by Brian J. Nelson.

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## WERA National Challenge Summit Pt.

continued from page 35

**750cc SUPERSTOCK EXPERT POINT STANDINGS(after 6 of 9 rounds, all 9 count):** 1. Harwell, 99 points; 2. Jacobi, 71 points; 3. Glenn Szarek, 63 points; 4. Brian Stokes, 67 points; 5. Snyder, 47 points; 6. Curry Justice, 41 points.

**600cc SUPERSTOCK EXPERT:** 1. Lee Acree (Suz GSX-R600); 2. Mark Junge (Suz GSX-R600); 3. Chris Caylor (Suz GSX-R600); 4. David Yaakov (Suz GSX-R600); 5. Chuck Neighoff (Yam YZF-R6); 6. Ken Snyder (Suz GSX-R600).

**600cc SUPERSTOCK EXPERT POINT STANDINGS(after 6 of 9 rounds, all 9 count):** 1. Junge, 106 points; 2. Caylor, 90 points; 3. Larry Denning, 75 points; 4. Snyder, 51 points; 5. Joe Temperato, 42 points; 6. Brian Stokes, 39 points.

**WERA FORMULA TWO EXPERT:** 1. Michael Himmelsbach (Apr RS250); 2. Chris Pyles (Yam TZ250); 3. Monty Warsing (Yam TZ250); 4. Jason Peters (Hon RS125); 5. Donald Tingle, Jr. (Yam TZ250); 6. William Himmelsbach (Yam TZ250).

**WERA FORMULA TWO EXPERT POINT STANDINGS(after 6 of 9 rounds, all 9 count):** 1. Peters, 95 points; 2. Ronald Woods, 38 points; 3. Warsing, 28 points; 4. Logan Young, 28 points; 5. Kevin Murdoch, 26 points; 6. Tingle, 22 points.

**WERA FORMULA TWO NOVICE:** 1. Tyler Schmidt (Hon RS125); 2. David Degendorf (Yam TZ125); 3. Robert Elam (Apr RS250); 4. Brett Woodard (Apr RS250).

**WERA FORMULA TWO NOVICE POINT STANDINGS(after 6 of 9 rounds, all 9 count):** 1. Schmidt, 77 points; 2. Vito Dionisio, 30 points; 3. Steve Genter, 20 points; 4. TIE Degendorf/Chris Nicoloff/Chris Doktor, 17 points.

**WERA 125cc GP:** 1. Jason Peters (Hon RS125); 2. C. Brian Kraget (Hon RS125); 3. Tyler Schmidt (Hon RS125); 4. John Hjelm (Hon RS125); 5. Larry Cohee (Hon RS125); 6. Glen Pison (Hon RS125).

**WERA 125cc GP POINT STANDINGS(after 6 of 9 rounds, all 9 count):** 1. Peters, 120 points; 2. Schmidt, 88 points; 3. Kraget, 51 points; 4. James Morran, Jr., 32 points; 5. Paige Hearn, 30 points; 6. TIE Hjelm/Logan Young, 26 points.

**WERA 750cc SUPERSTOCK NOVICE:** 1. Giovanni Rojas (Suz GSX-R750); 2. Tomas Bauchiero (Yam YZF-R6); 3. Thomas Wilson (Yam YZF-R6); 4. Richard Ford (Suz GSX-R600); 5. Christian Golden (Suz GSX-R750); 6. Bill Conger (Suz GSX-R600).

**WERA 750cc SUPERSTOCK NOVICE POINT STANDINGS(after 6 of 9 rounds, all 9 count):** 1. Rojas, 80 points; 2. Ford, 71 points; 3. Bauchiero, 64 points; 4. Shannon Moham, 46 points; 5. Phillip Petrick, 32 points; 6. Andrew Mueller, 25 points.

**WERA 600cc SUPERSTOCK NOVICE:** 1. Giovanni Rojas (Suz GSX-R600); 2. Tomas Bauchiero (Yam YZF-R6); 3. Thomas Wilson (Yam YZF-R6); 4. Nicholas Carney (Yam YZF-R6); 5. Bill Conger (Suz GSX-R600); 6. Adrian Jones (Yam YZF-R6).

**WERA 600cc SUPERSTOCK NOVICE POINT STANDINGS(after 6 of 9 rounds, all 9 count):** 1. Rojas, 71 points; 2. Bauchiero, 67 points; 3. Richard Ford, 60 points; 4. Shannon Moham, 57 points; 5. Phillip Petrick, 33 points; 6. Thomas Wilson, 23 points.

**WERA 750cc SUPERBIKE EXPERT:** 1. Curry Justice (Suz GSX-R750); 2. Stacy Summers (Hon CBR600); 3. Shane Stoyko (Suz GSX-R750); 4. Christopher Rich (Yam YZF-R6); 5. William Siemens (Suz GSX-R750).

**WERA 750cc SUPERBIKE EXPERT POINT STANDINGS(after 6 of 9 rounds, all 9 count):** 1. Justice, 84 points; 2. Stoyko, 61

points; 3. Jamie Lane, 48 points; 4. Douglas Duane, 40 points; 5. Wade Buffington, 37 points; 6. David Newman, 28 points.

**WERA 750cc SUPERBIKE NOVICE:** 1. Giovanni Rojas (Suz GSX-R750); 2. Tomas Bauchiero (Yam YZF-R6); 3. Jeff Butler (Suz GSX-R750); 4. Bill Conger (Suz GSX-R600); 5. Christian Golden (Suz GSX-R750); 6. Thomas Wilson (Yam YZF-R6).

**WERA 750cc SUPERBIKE NOVICE POINT STANDINGS(after 6 of 9 rounds, all 9 count):** 1. Rojas, 80 points; 2. Shannon Moham, 70 points; 3. Bauchiero, 62 points; 4. Andrew Mueller, 28 points; 5. Brian Vogel, 24 points; 6. Wilson, 21 points.

**WERA 600cc SUPERBIKE EXPERT:** 1. David Yaakov (Suz GSX-R600); 2. Ken Snyder (Suz GSX-R600); 3. Chuck Neighoff (Yam YZF-R6); 4. Eoin Smith (Yam YZF-R6); 5. Ken Martin (Yam YZF-R6); 6. J.J. Roetlin (Suz GSX-R600).

**WERA 600cc SUPERBIKE EXPERT POINT STANDINGS(after 6 of 9 rounds, all 9 count):** 1. Yaakov, 74 points; 2. Snyder, 69 points; 3. Joe Temperato, 67 points; 4. Larry Denning, 52 points; 5. Paul Mason, 29 points; 6. TIE Roetlin/Scott Crawford, 27 points.

**WERA 600cc SUPERBIKE NOVICE:** 1. Tomas Bauchiero (Yam YZF-R6); 2. Giovanni Rojas (Suz GSX-R600); 3. Richard Ford (Suz GSX-R600); 4. Thomas Wilson (Yam YZF-R6); 5. Bill Conger (Suz GSX-R600); 6. Nicholas Carney (Yam YZF-R6).

**WERA 600cc SUPERBIKE NOVICE POINT STANDINGS(after 6 of 9 rounds, all 9 count):** 1. Ford, 80 points; 2. Bauchiero, 73 points; 3. Rojas, 71 points; 4. Shannon Moham, 51 points; 5. Brian Vogel, 24 points; 6. Thomas Wilson, 23 points.

**WERA HEAVYWEIGHT TWINS EXPERT:** 1. Scott Harwell (Suz TL1000R); 2. Bill St. John (Duc 748/800); 3. Bryan Bemisderfer (Buell 1200); 4. Brian James Honeycutt (Hon RC51); 5. Roman Kilgore (Suz TL1000); 6. Alan Nelson (Suz SV650).

**WERA HEAVYWEIGHT TWINS EXPERT POINT STANDINGS(after 6 of 9 rounds, all 9 count):** 1. Harwell, 114 points; 2. St. John, 81 points; 3. Glenn Szarek, 40 points; 4. John Branch, III, 28 points; 5. Bud Lawter, 26 points; 6. B. Bemisderfer, 25 points.

**WERA HEAVYWEIGHT TWINS NOVICE:** 1. Dustin Moore (Duc 7480); 2. Curtis Ruffin, Jr. (Suz TL1000); 3. Bernie Conatser (Suz TL1000); 4. Dwain McArthur (Hon 1000); 5. John Brady (Suz TL1000); 6. Richard Downer (Suz SV650).

**WERA HEAVYWEIGHT TWINS NOVICE POINT STANDINGS(after 6 of 9 rounds, all 9 count):** 1. Moore, 69 points; 2. Brett DeLay Johnston, 35 points; 3. Ruffin, 30 points; 4. Brad Ervin, 23 points; 5. TIE David Martin/Mark Williams, 21 points.

**WERA LIGHTWEIGHT TWINS EXPERT:** 1. David Yaakov (Suz SV650); 2. Greg Harrison (Suz SV650); 3. Alan Nelson (Suz SV650); 4. Greg Elstad (Suz SV650); 5. Randy Dalmas (Suz SV650); 6. Robert Armstrong (Suz SV650).

**WERA LIGHTWEIGHT TWINS EXPERT POINT STANDINGS(after 6 of 9 rounds, all 9 count):** 1. Yaakov, 95 points; 2. Bill St. John, 70 points; 3. Chris Normand, 51 points; 4. Harrison, 45 points; 5. Armstrong, 36 points; 6. Elstad, 24 points.

**WERA LIGHTWEIGHT TWINS NOVICE:** 1. Grady Anderson (Suz SV650); 2. Curtis Ruffin, Jr. (Suz SV650); 3. Kevin McCoy (Suz SV650); 4. Robert Elam (Apr RS250); 5. Chris Stepanik (Suz SV650); 6. Richard Downer (Suz SV650).

**WERA LIGHTWEIGHT TWINS NOVICE POINT STANDINGS(after 6 of 9 rounds, all 9 count):** 1. TIE Anderson/Phillip Petrick/Doug Ledford/Karl Morrow/Tony Nguyen, 20 points; 5. TIE Ruffin/John Walters/Bryan Hoelzer/ Michael Diener/Richard Brooks, 17 points.

748); 4. Dave Campbell (BMW R1200S); 5. Isaac Ward (Duc); 6. Steven Moonitz (Suz SV650).

**LIGHTWEIGHT TWINS:** 1. Scott Cleff (Kaw); 2. Kevin Jump (Hon); 3. Darren Fulce (Yam); 4. Jose Estrella (Suz); 5. David Babb (Kaw).

**FORMULA SINGLES:** 1. Kevin Jump (Hon); 2. Larry Cochran (Hon); 3. Danny Farnsworth (Hon).

**660cc SINGLES:** 1. Kevin Jump (Hon).

**500cc SINGLES:** 1. Danny Farnsworth (Hon); 2. Larry Cochran (Hon).

**VINTAGE HEAVYWEIGHT DINOSAURS:** 1. Dennis Fryer (Hon); 2. Todd Boudreaux (Kaw); 3. Mick Ofield (Duc); 4. Brad Gitchell (Suz); 5. Scott Fabbro (Suz).

**BAKERSFIELD YAMAHA VINTAGE LIGHTWEIGHT DINOSAURS:** 1. Danny Farnsworth (Hon); 2. Larry Cochran (Hon); 3. Craig Beecher (Yam).

**HEAVYWEIGHT NOVICE:** 1. David Sanders (Suz); 2. Randy Hatch (Kaw); 3. Pete Cervantes (Kaw); 4. Chris Monson (Duc); 5. Allen Ward (Suz); 6. Rick McDaniel (Suz).

**MIDDLEWEIGHT NOVICE:** 1. Ron Northup (Yam); 2. Jason Britton (Suz GSX-R600); 3. Charlie Gallegos (Suz); 4. Petr Horacek (Suz); 5. Matthias Jezek (Tri); 6. Benjamin Goldwasser (Yam).

**LIGHTWEIGHT NOVICE:** 1. Art Kawaguchi (Hon); 2. Jamie Lenore (Apr); 3. Robin Clark (Apr); 4. Joe Olenick (Suz); 5. Mark Gould (Hon); 6. Nate Coleman (Yam).

**SOLO GTO:** 1. Chuck Graves (Yam YZF-R1/R7); 2. Cesar Meza (Suz GSX-R750); 3. Ed Milhausen (Suz GSX-R750); 4. Rob Nelms (Hon CBR900RR); 5. Oliver Chami (Suz GSX-R750); 6. Tyler Paulson (Suz GSX-R1000).

**SOLO GTU:** 1. Kenny Kopecky (Yam YZF-R6); 2. Jeff Longbottom (Yam YZF-R6); 3. Jonathan Dickinson (Yam YZF-R6); 4. John Bodenschatz (Suz); 5. Mark McKinney (Yam); 6. Patrick Roskam (Yam).

**SOLO GT LIGHTS:** 1. Scott Cleff (Kaw); 2. Tom Knutson (Apr RS250); 3. Steven Moonitz (Suz SV650); 4. Akos Feher (Suz); 5. Chris Kelley (Apr RS250); 6. Zina Kelley (Apr RS250).

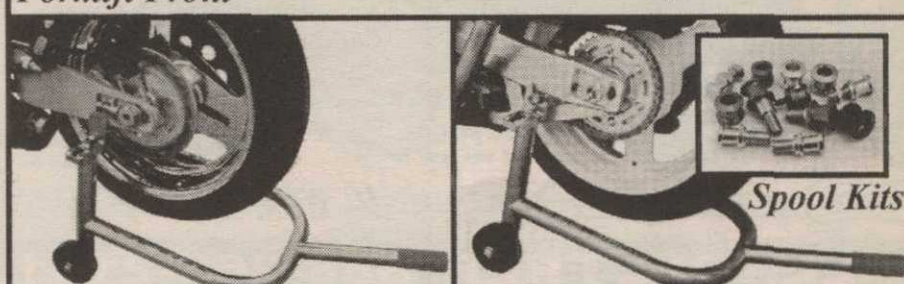
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## WSMC At Willow Springs

continued from page 31

**GRAVES MOTORSPORTS 650cc SUPERBIKE:** 1. Chuck Graves (Yam YZF-R6); 2. Kenny Kopecky (Yam YZF-R6); 3. Michael Long (Yam YZF-R6); 4. Jeff Longbottom (Yam YZF-R6); 5. Jonathan Dickinson (Yam YZF-R6); 6. Ron Aguila (Yam YZF-R6).

**WOOD-EASE HAND CLEANER 550cc SUPERBIKE:** 1. Orlando Pablo (BSA); 2. Andre Castanos (Apr RS250); 3. Scott Cleff (Kaw); 4. Steven Moonitz (Suz SV650); 5. Tim Knutson (Apr RS250); 6. Jeff Dixon (Kaw).

**HYPERCLUB/WSMC FORMULA TWO GRAND PRIX:** 1. Chuck Graves (Yam YZF-R6); 2. Jacob West (Yam YZF-R6); 3. Bryan Kovarik (Yam YZF-R6); 4. Kenny Kopecky (Yam YZF-R6); 5. Jeff Gagne (Kaw ZX-6R); 6. Richard Headley (Duc 748).

**ROADRACING WORLD 125cc GRAND PRIX:** 1. Loren Chun (Hon RS125); 2. Chris Peris (Hon RS125).

**SPORT TIRE SERVICES FORMULA 40 HEAVYWEIGHT:** 1. Clinton Whitehouse, III (Suz GSX-R750); 2. Tyler Paulson (Suz GSX-R1000); 3. Ricky Lundgren (Suz GSX-R750); 4. Claudio Szyszkowski (Duc 996); 5. Richard Headley (Duc 748); 6. Ed Paniagua (Suz).

**FORMULA 40 LIGHTWEIGHT:** 1. Kenny Kopecky (Yam YZF-R6); 2. Tom Sera (Yam TZ250); 3. Steven Ottinger (Hon RS250); 4. Peter Ellis (Yam YZF-R6); 5. Jerry Jirkovsky (Hon CBR600F3); 6. Paul Milligan (Yam).

**FORMULA 50:** 1. Howard Lynggard (Yam); 2. Christopher Crowell (Duc); 3. David Molitor (Yam); 4. Jack Ward (Hon); 5. Chuck Burnett (Hon).

**HEAVYWEIGHT TWINS:** 1. Claudio Szyszkowski (Duc 996); 2. Jody Hendley (Buell 1200); 3. Marlon Ibarra (Duc); 4. Dave Campbell (BMW R1100S); 5. Stuart Smith (Suz); 6. Doug Coleman (Duc 996).

**MIDDLEWEIGHT TWINS:** 1. Jody Hendley (Buell 1200); 2. Frank Nolan (Duc 748); 3. Marlon Ibarra (Duc



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## FIRST PERSON/ OPINION:

# Racing In Europe Part 4

By Peter A. Hofmann

After spending two months recovering from injuries sustained in Italy, I returned to racing in early July. I decided to contest a round of the International German Championship (IDM) at Augsburg Lager-Lechfeld on July 14-15 as a warm-up for the upcoming round of the European Open Championship at Most in the Czech Republic July 27-29.

The nice thing about this IDM race was that Augsburg is only an hour away from our team's base in Biberach. The close proximity to Munich also meant that my cousin Martin and his girlfriend Heike, who live in Munich, could come watch the race. There was no Friday practice so we drove to the track on Friday morning. This event wasn't going to give us much track time: Only two 30-minute qualifying sessions before

soon as you land there's a second jump of about six inches where the edge of the runway ends.

It was really fun to jump while staying in full tuck and at full throttle. When the bike lifts off the motor spins up over 15,000 rpm but you keep the throttle pinned; as soon as you land the revs come back down but then you're right back in the air with the motor spinning up again.

On the north end of the circuit, the peak of the crown is at the apex of a second-gear corner. The whole bike jumps sideways about a foot as you roll on the gas. That wasn't as fun; I saw a couple of riders highside hard in that corner during qualifying.

Overall I have to say that Augsburg is one of the worst circuits I've ever raced on. The layout is good but the track surface is awful. I counted at least four different types of concrete and asphalt, with several corners having painted lines and pavement changes in the middle of the racing line! (Warning: Shameless sponsor plug follows.) Thankfully, Bridgestone tires provide awesome feedback so I had a good feel for traction. In one part of the track there is a 1.5-inch drop-off in a hard braking area! I'd hit the lip while braking, the front wheel would tuck and then hook up again, and then I'd flick the bike into the left-hand corner.

In Saturday morning's qualifying session I rode around for a couple of laps to learn the circuit. I immediately felt that something was wrong. It had been 10 weeks since the crash in Italy but the pain in my arm was unbearable. I only managed to complete eight laps before pulling in; I ended up 28th-fastest. Christian had a much better qualifying session. He'd raced at this track the past two years and was immediately on the gas. He finished the first qualifying session in eighth position.

We changed a few things on the bike for the afternoon qualifying session. We adjusted the ignition and changed third gear to help the bike accelerate through one corner in particular. However, it didn't make sense to change too much on the bike when I was riding so slowly. There wasn't much we could do about the pain in my arm so Willy taped me up so I couldn't move my wrist. The changes to the bike helped, as did taping my wrist. I forced myself to ride a very painful 15 laps (race distance). I pulled into the pits and handed Dirk the bike while Willy cut off the bandage and Peter got an icepack. We were so far off the pace we didn't bother to check the results after qualifying! We wouldn't even have known my grid position if Christian's mechanic hadn't posted it on his toolbox!

Christian slipped to ninth-fastest when Danish rider Robin Harms set a fast lap and bumped him off the second row. I qualified a lowly 24th-fastest, something like three seconds off the pace. It was a shame because my Yacco Raudies Honda was a rocket—we had some new kit parts and my team set the bike up perfectly—and we posted the fourth-highest top speed.

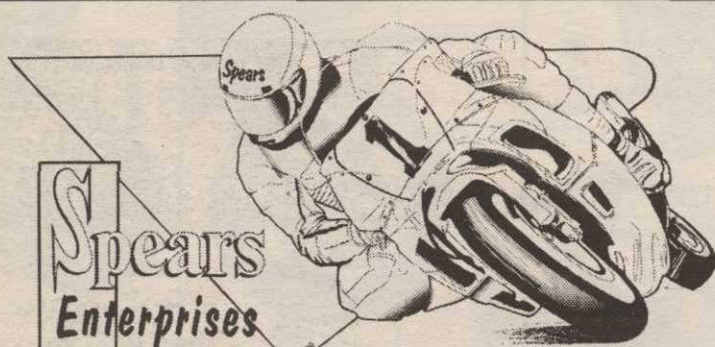
After qualifying, Dirk and I sat down to decide whether or not I should race the next day. Dirk made a very valid point that there wasn't anything to be gained by racing this weekend as this was supposed to be a low-stress weekend to get back up to speed before returning to the European Championship series. There wasn't anything to be gained by finishing mid-pack in



Peter Hofmann confers on pit lane with (from left) Peter Honigschnabel, Dirk Raudies and Will Bauer. Photo by Honigschnabel Photography.

the race and no free practice. If I were 100 percent fit I wouldn't care if there wasn't any free practice because it normally only takes a few laps to get up to speed at a new track, but having been off the bike for over two months, I would have preferred to spend a few more laps getting up to speed mentally.

Augsburg is an airport racetrack running counter-clockwise around a "Tornado" military aircraft runway. Rumor has it the Augsburg Lager-Lechfeld airfield launched most of the B-2s and Tornados during the war in Kosovo. Anyway, The track crosses the runway twice: Once on the north end of the circuit and again on the south end. The runway is sharply crowned in the middle to make sure airplanes can take off even in the worst weather, so the center is about three feet higher than the outside of the runway. On the south end you cross the runway while on a short straight, in third gear. It launches 125s about 10 inches in the air! As

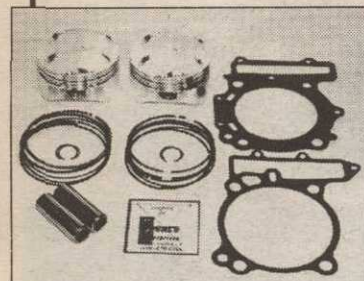


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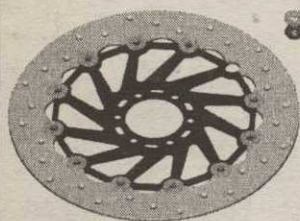
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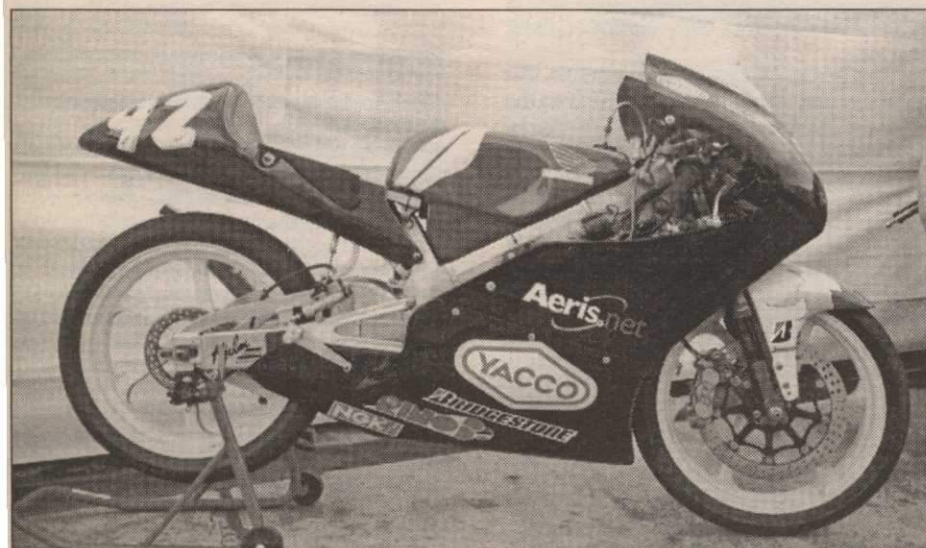
a National Championship race. Despite Dirk's suggestion, I couldn't sit out. I always want to race.

Sunday morning's warm-up was difficult. I rode five laps to break in a new motor and immediately pulled into the pits. I could barely hold myself up on the bike, and my arm was swollen and throbbing. Nonetheless, I was determined to ride. Don't ask me why. Looking back my decision didn't make any sense at all. Why would I torture myself just to tool around mid-pack at a National Championship race? Like I said, I always want to race.

Dark clouds moved in overnight and the forecast predicted rain for Sunday. I did a rain dance because I figured I'd have better chances if we raced

again, but we decided that I really should ride a bigger bike because of my height. As you can imagine it's not easy to generate interest when you don't have any race results from this season, but I've spoken to a couple of four-stroke teams that want me to test with them. I'm also considering riding a 250. Right now it's all up in the air. I'm very lucky to have Aeris.net as a personal sponsor because they'll support me no matter what class I decide to compete in, and regardless of whether I race in the States or in Europe. I'll keep you posted...

I'd like to thank everyone who supported me this season: Dirk Raudies, Peter Honigschnabel and Willy Bauer at Yacco Team Raudies for their hard work; Yacco and TotalFinaElf; web-to-



Peter Hofmann's RS125 with oversize bodywork that offers more coverage and better aerodynamics for taller riders like Hofmann.

in the rain. My rain dance worked, just not in time. Our race started at noon and it began raining during the 600cc race a couple of hours later.

I got a decent start in the race. I was in the midpack and held my own for a few laps. My Yacco Raudies Honda was jetted a little too lean so it wasn't quite as fast as before, however it was still the fastest bike in the group I was racing with. My arm was throbbing but I was still determined to finish the race, on principle alone. Eventually it got to be too much and I was forced to retire from the race after eight laps. Meanwhile, Christian battled his way up to fourth place only to suffer a mechanical on the second-to-last lap. He limped to the finish in 10th place.

After the race I immediately flew home to see my doctor. New X-rays showed that although the bones are mostly healed, there is a lot of soft-tissue damage they didn't see earlier. He explained that every time I put weight on my wrist or hand the bones just moved around inside because they have no support. Great.

With this latest news, the rest of my season is uncertain. At the time I'm writing this I have just missed the European Championship race in the Czech Republic. I will test again in a month and see whether there I'm fit enough to race. I really want to do the last two races in Portugal and Spain to get a couple of good results before the season is over. Following the last two races I may undergo surgery to repair the soft-tissue damage if it doesn't heal on its own.

At this point I'm already thinking ahead, of the 2002 season. Dirk and I discussed the possibility of working together next season and going after the 125cc European Championship

wireless telemetry provider Aeris.net; Bridgestone tires; Rino Ice Cream in Ochsenhausen; Spyke Leathers; Herr Frey of FREY-daytona boots; NGK spark plugs; Uli Maier; Chris Wallace and Shakai Racing; Niko "Neeks" Bolas; John and Al at Hjelm Motorsports; Dustin Coyner at Trackdaz; Christian and Bruno Treutlein at Kawadrom; John Rabasa; and my parents for their endless support and encouragement.

During an interview a reporter from the German motor sports publication Motor Sport Aktuell pointed out that prior to the start of the season everybody had very high expectations for Yacco Team Raudies; some people even thought we stood a chance at finishing top-three in the European Championship. Instead, the season was basically over before it began. She asked me how enttäuscht (disappointed) I was at the outcome of the season. I replied, "It's hard not to be disappointed. So many people worked hard to put this program together and we're all disappointed we didn't achieve the results we knew we were capable of. I'm disappointed for the team, the sponsors and everybody who put so much into trying to make this season successful."

"We could have had a fantastic season had a few things been different. But I don't stress about it because there's nothing we can do to change things now. I look forward to better success next year. At the end of it all, I had fun and was able to measure my riding against some of the top 125cc GP riders in the world. And I learned several European tracks, which will help me in the future. I am confident I will have better success next season. Besides, I'm like the fat girl at the prom—I'm just happy to be here." **RW**

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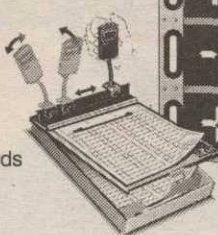
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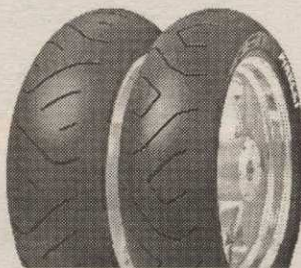
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## Brenner On Top at Mid-Ohio Vintage Motorcycle Days

By Michael D. Green

The AHRMA show rolled into Mid-Ohio for the annual Vintage Motorcycle Days weekend of road racing, motocross, flat track, and trials competition. Once again the event attracted a healthy crowd of competitors and spectators, although one of the biggest draws was the 800-vendor swap meet. There was plenty to entertain the classic enthusiast during the three-day event, but Vintage road racing is in danger of becoming a sideshow at Mid-Ohio especially in the absence of exotic machinery from the likes of Barber Racing and Team Obsolete. The busy race schedule is also without a class to draw spectators to the fence such as the BMW Legends.

The Premier 500cc class is AHRMA's feature event, and Josef Brenner came away as the winner at Mid-Ohio on his Heyser Cycle-sponsored BSA after an exciting race with Jay Richardson on a Walbridge Motors Manx Norton. Brenner rocketed off the line to lead the 14-rider field into turn one followed by Richardson, Stuart Carter on a Summerfield Manx Norton, Larry Poons on a Seeley-framed Walmsley G50, John Staska on an M3 Honda 500 and Jonathan White on a Summerfield Manx Norton.



Josef Brenner (529) won the Battle Of The Twins Formula 2 race in AHRMA action at Mid-Ohio, riding a Moto Guzzi.  
Photo by etechphoto.com.

Richardson powered by Brenner down the back straight on the second lap to take over the lead, and the two riders quickly broke away from Carter. Staska moved ahead of Poons on lap three but pulled into the pits a lap later with engine trouble. Richardson continued to lead with a string of 1:48 lap times, but Brenner was planning his last-lap move. Poons passed Carter to take third place, but they were 30 seconds behind the leaders. White was now a distant fifth and 50 seconds behind the leaders.

Richardson led the final lap, but as the pair powered down Thunder Valley and into the left-hand entrance into the carousel, Brenner slipped inside to lead. Brenner's move spooked a backmarker from the entry-level Historic Production class who stood up and pushed Richardson to the outside of the track. The race was over, and Brenner thundered across the line two bikelengths ahead of Richardson. Brenner's last lap was the fastest of the race, but the 1:47.43 lap time was over a second slower than Pat Mooney's race-winning pace in 2000 and almost two seconds slower than Stephen Mathews' pace from 1999.

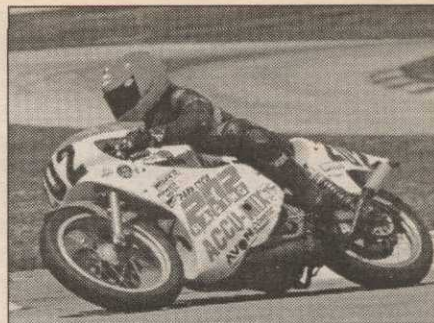
"I was setting him up for the final lap," admitted Brenner, who was racing at Mid-Ohio for only the second time. "He was faster than me down the back straight, and it didn't seem worth trying to break away sooner. I was faster coming out of Thunder Valley and decided to make my move there. The backmarker helped me out. It would have been 50-50 to get by without him."

"I knew it would be a close race and I couldn't walk away with it," said Richardson. "I decided to play it conservative and not do anything stupid. I was spinning the rear over the hill. That was my weak spot, and I wasn't getting good drives. Traffic was heavy, and there seemed to be a lot of confusion. I don't know why AHRMA puts us out with one of the slowest classes out there."

Poons was still in third place, but Carter powered around the outside of Poons through the carousel on the final lap to steal the position.

"When the leaders checked out, I went onto cruisomatic," said Carter. "Then Poons passed me at the end of the back straight and woke me up—I didn't even know he was there. I stuck with him and made my move on the last lap."

"I lost power," said Poons. "The cam ten-



Rick Merhar (202) won the AHRMA Formula Two race at Mid-Ohio, on his Yamaha TD-3. Photo by etechphoto.com.

sioner spring broke and that affects the cam timing. It's been a problem since day one with this motor. When it runs good, it's really great."

Richardson was the class of the 350 GP field on Gordon Cooper's replica Mk3 Seeley AJS 7R, finishing the eight-lap race 30 seconds ahead of Carter on a similar machine. Richardson led the 17-rider field into turn one followed by Ed Sensenig and Craig Breckon. M3 Racing's Adam Popp had been building himself a 350 Honda Super Hawk for three years and gave the bike its maiden voyage at Mid-Ohio. Popp quickly moved up from the back row, and at the end of the second lap the running order was Richardson, Carter, Popp, Sensenig and Breckon.

Richardson was running high-1:52 lap times and disappearing into the distance. Carter and Popp were left to fight over the scraps. Popp slipped ahead of Carter as they braked into turn six, but his Honda started to run on one cylinder, and he pulled into the pits.

"I think it was an ignition problem," said Popp. "but I was happy with my new bike. It seems to be right there. It's fast, but the handling is its weak point. It has a stock front end and starts hopping; I can't carry the entry speed of the other guys."

Carter was left in a solid second place while Team Giannini's Chris Kelleher on a 350 Aermacchi and Chris Marshall on a 250 Ducati moved up to fight over third place with Breckon. The swingarm pin on Breckon's Ducati worked loose on the final lap, and Breckon was forced to limp around at the back of the field. Kelleher took third, just ahead of Marshall.

"The bike was suffering from extreme vibration," said Richardson. "My hands went numb, and it was starting to affect my feet. We suspected a cracked frame and were saving the bike during practice."

"I started from the back row but couldn't keep up with the modern Vintage bikes on my Aermacchi," said Kelleher.

There were no replica racers in the 250 GP class, but Jonathan White was equally dominant on his Domiracer Ducati 250, finishing 25 seconds ahead of Francis Ganance on a Ducati. White led from the start and pulled out a quick lead with a string of 1:56 laps. Chuck Davis moved his BSA into second place, ahead of the Ducatis of Kelleher, Marshall, Larry Poons and Ganance. Kelleher retired after three laps with top-end problems while Ganance moved through the field to challenge Davis for second place. Davis slowed dramatically on the final lap as



Jay Richardson (13) and his Norton lead Josef Brenner (52) and his BSA during the AHRMA 500cc Premier race at Mid-Ohio.  
Photo by Matt Benson.

White took the checkered flag. Ganance was left in second place, finishing ahead of Poons, Davis and Marshall.

"I rode the same pace as I always do here," said White. "Only this year nobody stepped up to the plate. I thought Kelleher and Marshall would be behind me, but they obviously haven't figured out this place after five years of coming here—it's a big penalty to roll off when you don't have to."

Richard Merhar, the maker of Accu Mix gas



ans, won an exciting Formula 250 race after battling with Canadian David Wright. Both riders were on Yamaha TD-3s. Wright won the AHRMA class title in 2000 and has a solid lead in the point standings this year, although Merhar won at Daytona, the only other AHRMA event he has entered this year. Merhar has consistently been the fastest rider in the Formula 250 and 500 classes for many years and calls himself "the Rich Oliver of AHRMA."

Merhar led into turn one and quickly pulled out a big lead over the 14-rider field. Wright put his head down and slowly chipped away at Merhar's lead.

"He passed me at the bottom of Madness with a couple of laps to go," said Merhar, "but it was no problem, and I wasn't worried. I followed him for one lap, put my head down and was able to get by him."

"I seized on Friday and didn't have any fresh pistons," said Wright. "I had to put back what I had and was down on power. Merhar passed me back on the back straight, and I wasn't able to draft him. There's too many straights here."

The rivalry was renewed the following day in the Formula 500 race, with both riders on Yamaha TR-3s. Merhar led down the back straight on the opening lap followed by Chris Spargo and Robert Hurst. Wright appeared on the scene on lap three and challenged Hurst for third place. Spargo passed Merhar to take the lead and clicked off some high-1:44 lap times before his bid for glory ended in a cloud of dust when he crashed in turn 10. Spargo broke a collarbone and a shoulder blade in the incident. There was debris on the racetrack and the red flag came out.

"I came up on a backmarker," said Spargo. "Essentially I made an aggressive pass, and he didn't leave me any space at the apex. We collided, and my front brake lever struck him somewhere. That flipped me and the bike straight up in the air; the bike did a complete 360 end-over-end before it touched the ground again. I knew Wright was behind me, and I knew he could probably match any pace I was doing, so I wasn't waiting around for him to catch back up again."

The field regripped on pit road, but, for reasons best known to AHRMA, riders were told to go straight to their grid positions for the restart without taking a warm-up lap. Veteran racer Dave Rosno thought the idea was absurd. He argued with officials to no avail and rode back to his pit in protest. Merhar simply took off around the racetrack for his own personal warm-up lap but was forced to start from the back of the grid.

With Spargo and Merhar out of the picture, Wright led the restart followed by Hurst and



Jim Struke (791) battled Mitch Baghdoian (12x), both on RS125 Hondas, in AHRMA Sound Of Singles 2-Stroke. Struke won. Photo by etechphoto.com.

Chuck Quenzler. Merhar worked his way back up to fifth place after two laps, but the red flag was thrown again after another rider crashed, and Wright was declared the winner. Wright was juggling a busy schedule because he was also competing in AHRMA's Vintage motocross event on a Honda CR250 Elsinore.

Canadian Jim Struke has always been one of the fastest riders in the Sportsman 750 class on his Norton but bumped up to the Formula 750 class at Mid-Ohio. Struke proved to be up to the task and led the race from start to finish with a fastest lap of 1:46.63. Struke's job was made easier when the cam chain on Adam Popp's Honda broke during practice and when Chris Marshall crashed the ex-Kurt Leibmann Ducati 750SS at the keyhole on the warm-up lap.

John Staska was a distant second for most of the race on the M3 Racing Honda, but Staska was caught by the Honda of Stuart Pilkington in the closing laps. Pilkington made his move on the final lap and outbraked Staska at the end of the back straight to claim second place.

Nick Caliguri was the big winner in the Twins events on his Deanoligee Suzuki TL1000R. Caliguri led the start of the BOT Formula 1 event followed by Aprilia riders David Podolsky and Brandon Bashore. Podolsky dropped off the pace and Paul Vitale moved up to third place on his Ducati 748. As the race wound down, Caliguri

clicked off some high-1:37 lap times, but Bashore moved up to challenge. The two riders streaked across the line together with two laps remaining, but Bashore was pushing too hard and tucked the front end of his Aprilia at the exit of turn one. Caliguri cruised to an easy victory, well clear of Vitale.

"I knew that I would have to run a good pace," said Caliguri. "Guys show up for this event that you've never raced with before, and it's tough to predict what will happen. I looked back and saw Bashore was closing. I put in a few good laps and looked back again. He was gone, so I thought I had done a good job; it turned out he had crashed."

"I was just down on power on the 748," said Vitale.

Vitale had no power problems in the Sound of Thunder race when he wheeled out a brand new Ducati 996R, one of the first to be raced in the US. True to form, Vitale pulled out a healthy lead over Caliguri with a fastest lap of 1:36.05. When the white flag came out, Vitale had a 12-second lead and looked like he would cruise to an easy victory.



After three years away from road racing Sven Bley (83) showed up at Mid-Ohio and won the AHRMA Super Mono race. Photo by etechphoto.com.

"I got into the keyhole too hot," said Vitale in explaining what happened next, "and it threw me over the highside. It was silly to do that on the last lap with such a good lead, but it was all my fault. We took the rear tire off my 748 for this race, and it probably had too many laps on it by the end of the day. We got the 996R two days before the event. It was fast out of the box but needed to go to GMD. We could never get the rear shock to work, and I just rode what I had."

Caliguri inherited the win, finishing well clear of Kris August on a Suzuki and Podolsky. "Nobody has been able to pull his Ducati all weekend," said Caliguri. "I was just hoping that he would make a mistake, and I could capitalize on it."

Sven Bley hadn't raced for three years, but he wheeled out the ex-Eli Bindrum factory MuZ to win the Super Mono race. Bley was harried in the opening laps by Bob Robbins on his distinctive Yamaha YZ426F super motard-styled dirt bike, but Bley managed to pull clear with a string of 1:44 lap times.

Mark Hatton was working his way through the pack on his Yamaha TZ-framed Honda Ascot and caught and passed Robbins with three laps remaining to take second place.

"The motocross bike was giving me fits for a while," admitted Bley, "but I didn't want to push too hard. I've been stuck at home with the business and four kids, and this was my first race in three years—it's great to be back."

"I entered late and ended up on the back row," said Hatten. "The other guys got a good jump on me but I slowly closed the gap. Robbins is a big guy and has to sit upright on the dirt bike. I got close to him on the back straight and then the aerodynamics kicked in and sucked me along."

"The YZ is very easy to ride," said Robbins, "and a 150-pound guy could do really well on it. I knew the start would be important, and I just tried to go like heck. The bike is a bit limiting and only came out of the Link Cycles showroom eight days ago. The front end chatters in the corners, and I used the curbs as a berm. The chatter stops, but it's not very confidence inspiring."

#### RESULTS

**500cc PREMIER (July 14):** 1. Joseph Brenner (BSA); 2. Jay Richardson (Nor); 3. Stuart Carter (Nor); 4. Larry Poons (See); 5. Jonathan White (Nor); 6. John Cooper (BSA).  
**350cc GP (July 14):** 1. Jay Richardson (See); 2. Stuart Carter (See); 3. Chris Kelleher (Aer); 4. Chris Marshall (Duc); 5. Richard Friese (Duc); 6. John Simiana (Duc).  
**250cc GP (July 14):** 1. Jonathan White (Duc); 2. Francis Ganance (Duc); 3. Larry Poons (Duc); 4. Chuck Davis (BSA); 5. Chris Marshall (Duc); 6. Ernie Trakas (Duc).  
**200cc GP (July 14):** 1. Chuck Davis (BSA); 2. Butch Sprain (Hon); 3. Edward Sensenig (Duc); 4. David Kilkenny

..... continued on page 80

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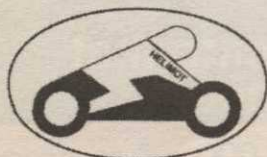


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## AHRMA Mid-Ohio

continued from page 79

(Puc); 5. Carl Anderson (Yam); 6. Bob Hayes (Yam).  
**FORMULA 750 (July 14):** 1. Jim Struke (Nor); 2. Stuart Pilkington (Hon); 3. John Staska (Hon); 4. John Ellis (Yam); 5. John Long (Tri); 6. Glenn Campbell (BMW).  
**FORMULA 500 (July 15):** 1. David Wright (Yam); 2. Robert Hurst (Yam); 3. Chuck Quenzler (Yam); 4. Kyle Corser (Yam); 5. Richard Merhar (Yam); 6. Oral Molden (Yam).  
**FORMULA 250 (July 14):** 1. Richard Merhar (Yam); 2. David Wright (Yam); 3. David Fulkerson (Yam); 4. John Walters (Hon); 5. Jerry Herman (Nor); 6. Gren Steinbeck (Hon).  
**FORMULA 125 (JULY 14):** 1. Greg Steinbeck (Hon); 2. Glen Christianson (Yam); 3. Martin Yannerilla (Yam); 4. Terry Gates (Hon); 5. Michael Schneider (Hon).  
**FORMULA VINTAGE (July 15):** 1. Richard Merhar (Yam); 2. Robert Hurst (Yam); 3. John Long (Tri); 4. James Comstock (Nor); 5. Charles Cole (Guz); 6. Chuck Quenzler (Yam).  
**PRE-1940 (July 14):** 1. Alex McLean (Nor); 2. Will Harding (Ind); 3. Doc Batsleer (Ind); 4. Yoshihiro Ohira (Ind); 5. Al Knapp (H\_D); Norbert Nickel (BMW).  
**CLASS C FOOTSHIFT (July 14):** 1. Alex McLean (Nor); 2. Norbert Nickel (BMW); 3. Delbert Busche (BSA).  
**CLASS C HANDSHIFT (July 14):** 1. Will Harding (Ind); 2. Kyle Corser (Ind); 3. Doc Batsleer (Ind); 4. Al Knapp (H\_D); 5. Yoshihiro Ohira (Ind).  
**CLASSIC 60s (July 15):** 1. Alex McLean (Nor); 2. John Cooper (BSA); 3. David King (Nor); 4. Rusty Lowry (H\_D); 5. Stuart Hall (BSA); 6. Johnny Szoldrak (RE).  
**CLASSIC 60s 650 (July 15):** 1. Bob Merkel (Tri).  
**HISTORIC PRODUCTION HEAVYWEIGHT (July 15):** 1. Walt Sweatt (BMW); 2. Todd Brockmeyer (Suz); 3. Ken Pitts (Guz); 4. Mark McGrew (Hon); 5. Mark Wolbrink (Yam).  
**HISTORIC PRODUCTION LIGHTWEIGHT (July 14):** 1. Paul Dunning (Hon); 2. Ron Pietrzak (Hon); 3. Julius Baur (BSA); 4. David Peters (Hon); 5. Scott Olofson (BMW); John Gallivan (Tri).  
**SPORTSMAN 750cc (July 15):** 1. Craig Murray (Tri); 2. David Temple (Yam); 3. James Comstock (Nor); 4. Doug Macrae (Nor); 5. Ted Robinson (Tri); 6. Cliff Murray (Yam).  
**SPORTSMAN 500cc (July 15):** 1. Chris Marshall (Hon); 2. Buff Harsh (Hon); 3. James Swartout (Hon); 4. Bill Moeller (Hon); 5. Lane Jacquay (Hon); 6. Todd Narduzzi (Hon).  
**SPORTSMAN 350cc (July 15):** 1. Buff Harsh (Hon); 2. James Swartout (Hon); 3. Bill Moeller (Hon); 4. Lane Jacquay (Hon); 5. Tim Kinsey (Hon); 6. Gary Raff (Hon).  
**BOT FORMULA 1 (July 15):** 1. Nicholas Caliguri (Suz); 2. Paul Vitale (Duc); 3. Kris August (Suz); 4. Jonathan Hord (Duc); 5. Josef Brenner (Guz); 6. Robert Schwartz (Duc).  
**BOT FORMULA 2 (July 15):** 1. Josef Brenner (Guz); 2. Matt Winnacker (Suz); 3. Bob Robbins (Suz); 4. Paul Fluss (Suz); 5. Charles Davey (Suz); 6. Rod Mahr (Suz).  
**BOT FORMULA 3 (July 15):** 1. Matt Winnacker (Suz); 2. Paul Fluss (Suz); 3. Buff Harsh (Suz); 4. Charles Davey (Suz); 5. Rod Mahr (Suz); 6. Dan Hankle (Nor).  
**BOT 2 STROKE (July 14):** 1. Richard Merhar (Yam); 2. Ty Piz; 3. Christopher Spargo (Yam); 4. M. Brett Blacketer (Yam); 5. Glen Christianson (Yam); 6. Charles Easterling (Yam).  
**BEARS (July 14):** 1. Dan Hankle (Nor); 2. Glenn Campbell (BMW); 3. Robert Goodpaster (Nor); 4. Keith Martin (Tri); 5. Dave Todd (Nor); 6. Tim Gundlach (MG).  
**SOUND OF THUNDER (July 15):** 1. Nicholas Caliguri (Suz); 2. Kris August (Suz); 3. David Podolsky (Apr); 4. Jonathan Glaefke (Suz); 5. Robert Schwartz (Duc); 6. Wally Schleper (Apr).  
**SUPER MONO (July 14):** 1. Sven Bley (MuZ); 2. Mark Hatten (BBM); 3. Bob Robbins (Yam); 4. T. Bruce Brown (MuZ); 5. Norman Lastovica (BBM); 6. Rob Tarver (Sko).  
**SUPER MONO 2 (July 14):** 1. Mark Hatten (BBM); 2. Bob Robbins (Yam); 3. Norman Lastovica (BBM); 4. Chuck Campbell (Yam); 5. Mike Skrbini (Hon); 6. Randy Grove (Hon).  
**SOS 2-STROKE (July 14):** 1. Jim Struke (Hon); 2. Mitch Baghdadian (Hon); 3. Chip Larkby (Apr); 4. David Podolsky (Hon); 5. Melissa Shimmmin (Hon); 6. Matthew Spigelmyer (KTM).  
**SKORPION CUP (July 14) (All Muz Skorpion):** 1. Sven Bley; 2. T. Bruce Brown (MZ); 3. Alex McLean; 4. Andy Adler; 5. James Leo; 6. Rob Tarver.  
**DERBI CUP (July 14) (All Derbi 50cc):** 1. Sven Bley; 2. Brian Borshoff; 3. Samara Talkin; 4. Ronald Kretz; 5. F. Duane Harper; 6. Rex Ballinger.  
**APRILIA CUP (July 14) (All Aprilia RS250):** 1. James Monson; 2. Mike Kindelin Jr.; 3. Morgan Scribner.

AMA ROAD RACING GRAND  
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## Duane Wins AMA Horizon Award At Mid-Ohio

By Larry Lawrence

Doug Duane, 28, of Stow, Ohio, came into Mid-Ohio's Bike Week a fast, but little-known Midwestern club racer. He emerged as the recipient of AMA Sports' highest award and later made his AMA Superbike debut and earned a respectable finish.

Duane's sponsor and business partner, Fasttrax owner Bob Stanley, was involved in the Horizon Award decision-making process in 2000, but Stanley withdrew himself from the selection

committee when he realized the potential conflict of interest in 2001.

Duane, who rode a trio of Fasttrax-sponsored Suzuki GSX-Rs, was the star of the AMA's annual Road Racing Grand Championships—a rather grandiose name for a relatively laid-back club-racing event organized and run by Fasttrax. The races were held on Monday and Tuesday on the week of the AMA Chevy Trucks U.S. Superbike Championship event.

The biggest prize to be won at the two-day race is the Horizon Award. Former winners of the award have already begun making a name for themselves in the professional ranks, most notably Jason DiSalvo, who is trying to break into Grand Prix racing in Europe; and Ben Spies, already a leading rider in AMA Pro Racing for Valvoline EMGO Suzuki.

Duane won five races during the Championships, including three of the six premier classes on Tuesday.

Texas Troy Green surfaced as Duane's biggest rival during the Championships. Green, riding a Shogun Motorsports Yamaha YZF-R6, won two of Tuesday's premier classes, including beating Duane in the Middleweight Grand Prix final when both riders were aboard 600s.

Chicagoan Mike Kindelin was a rider of note who looked like a potential Horizon Award candidate during Monday's races. The 23-year-old custom painter won three races during Monday's races, but his Aprilia RS250 seized and he was forced to miss Tuesday's premier races.

Duane started the day off right on Tuesday by winning the Heavyweight Superbike final on his GSX-R750. Colorado's Jonathan Glaefke, riding a Suzuki TLR1000, tried hard to keep Duane in sight, but the nimble GSX-R750 with Duane at the controls was simply too much for Glaefke and his TLR to handle.

The hardest-fought race of the day was the Middleweight Grand Prix final. Duane, on a GSX-R600, diced with Texas Kevin Pate on a Kawasaki ZX-6R. Green, on his YZF-R6, broke away from an early tussle with Eric Spector and moved up to join Duane and Pate at the front. It was a great battle between three riders on three different brands of 600cc sportbikes.

Green got around Pate (his travelmate from Texas) and Duane and broke away to win by six seconds at the checkered flag. Green proved that he was now totally dialed into the 2.4-mile Mid-Ohio Sports Car Course after learning the course on Monday.

"That was a lot of work," admitted Green after the victory. "A rider stalled on the start and I got caught up in the bottleneck. I put my head down and tried to pick off riders one at a time. I was fortunate that Duane and Pate were holding each other up a bit and I was able to catch them pretty quickly. I took the lead braking off the long straightaway. At the end I got a pit signal that I had a big lead so I backed off a bit to the finish."

Duane again beat Glaefke in the Unlimited Superbike final. This time the Fasttrax Suzuki GSX-R1000 was Duane's weapon of choice. Tony Dinicola made a spectacular save on the final turn after he nearly high-sided trying to pass Glaefke for second. It went down as the save of the Championships.

Duane and Green went at it again in the Heavyweight SuperSport final. Duane had a top-speed advantage with his GSX-R750, while Green



Fasttrax's Douglas Duane (94) leads Annadale Racing's Kevin Pate (25) and Jason Spencer (300) out of the final corner of Mid-Ohio Sports Car Course en route to one of his three race wins during the AMA Grand Championships.

Photo by Brian J. Nelson.

would use his YZF-R6 to gather Duane up in the twisty sections of the course. Ultimately, Green could do no better than pull alongside Duane, only to be out-motored coming out of the turns.

On the final lap Duane put in a great lap and finished with a 1.2-second gap on Green at the finish.

"That was my fourth consecutive race and I began to lose my focus," said Duane of allowing Green to catch him. "I was missing my





Douglas Duane, 28, won the AMA Horizon award at Mid-Ohio during the annual AMA Grand Championships. The award honors the participating rider who shows the most potential for a professional road racing career in the AMA.  
Photo by Brian J. Nelson.

brakemarkers and just generally riding pretty sloppy. When Green showed me a wheel then actually pulled even with me it snapped me back. I got focused and from there put my head down and turned in a good lap on the final time around."

The win marked Duane's third and final race win of the day. He decided to sit out the Middleweight Supersport final, citing fatigue.

That race went easily to Green. It was somewhat of a letdown since many were hoping for a final showdown between Duane and Green in the final race of the day.

At the awards ceremony the AMA's Bill Amick presented the Horizon Award to Duane.

"There were really fast riders here this weekend and we had some fun and clean races," said Duane, who helps run the Fasttrax motorcycle performance shop. "I know that some top riders have won this award in the past. I'm going out to give it my best shot in the pro ranks. I plan on racing in Superbike and Formula Xtreme this weekend."

Duane went out and had a good weekend during the pro races that weekend. He took 19th in his Superbike debut on Saturday and finished 17th in Sunday's final. He also finished 10th in the Formula Xtreme final and 13th in 750cc SuperSport.

#### RESULTS

**HEAVYWEIGHT SUPERSPORT PREMIER:** 1. Douglas Duane (Suz GSX-R1000); 2. Troy Green (Yam); 3. Eric Spector (Suz); 4. Jason Spencer (Suz); 5. Bill Stiving (Yam); 6. Kennard L. Little (Hon).

**MIDDLEWEIGHT SUPERSPORT PREMIER:** 1. Troy Green (Yam); 2. Kevin Gordon (Yam); 3. Kevin Pate (Kaw); 4. Jason Spencer (Suz); 5. Kennard Little (Hon); 6. Bill B. Stiving (Yam).

**UNLIMITED SUPERBIKE PREMIER:** 1. Douglas Duane (Suz); 2. Jonathan Glaefke (Suz); 3. Tony DiNicola (Suz); 4. Anthony Ruggiero (Suz).

**HEAVYWEIGHT SUPERBIKE PREMIER:** 1. Douglas Duane (Suz GSX-R640); 2. Jonathan Glaefke (Suz GSX-R750); 3. Tony DiNicola (Suz GSX-R); 4. Bill Stiving (Yam); 5. Anthony Ruggiero (Suz GSX-R).

**MIDDLEWEIGHT GRAND PRIX PREMIER:** 1. Troy Green (Yam YZF-R6); 2. Douglas Duane (Suz GSX-R600); 3. Kevin Pate (Kaw ZX-6R); 4. Eric Spector (Suz GSX-R600); 5. Kevin Gordon (Yam); 6. Ty Piz (Yam TZ250).

**HEAVYWEIGHT THUNDERBIKE PREMIER:** 1. Matt Wissel (Suz); 2. Jeremy Bonnett (Apr).

**SUPERBIKE 750cc EXPERT:** 1. Douglas Duane (Suz GSX-R750); 2. Kevin Pate (Kaw); 3. Troy Green (Yam); 4. Jonathan Glaefke (Suz); 5. Tony DiNicola (Suz); 6. Jason C. Spencer (Suz).

**SUPERBIKE 750cc NOVICE:** 1. James Kerker (Hon); 2. Michael Young; 3. Anthony Kaminski (Suz); 4. Adam Surawski (Hon); 5. John Bush (Hon); 6. Dana S. Kelley (Suz).

**SUPERBIKE 600cc EXPERT:** 1. Eric Spector (Suz GSX-R600); 2. Douglas Duane (Suz GSX-R600); 3. Kevin Pate (Kaw ZX-6R); 4. Troy Green (Yam YZF-R6); 5. Jason Spencer (Suz GSX-R600); 6. Kennard Little (Hon CBR600F4i).

**SUPERBIKE 600cc NOVICE:** 1. Breen Bannon (Yam YZF-R6); 2. Michael Young (Yam YZF-R6); 3. James Kerker (Hon CBR600F4i); 4. Adam Surawski (Hon CBR600F4i); 5. Ryan Kraft (Suz GSX-R600); 6. Trinity L. Huffman (Yam YZF-R6).

**SUPERBIKE LITE EXPERT:** 1. Mike Kindelin (Apr RS250); 2. Jonas McCluskey (Apr RS250); 3. Jeremy Bonnett (Apr RS250); 4. Robert Nees (Yam); 5. Michael Kasimirsky

(Yam); 6. Patrick A. Mullen (Kaw).

**SUPERBIKE LITE NOVICE:** 1. Bryan Hoelzer (Hon); 2. Greg Fowler (Hon); 3. Tom Stein; 4. Paul Sicurezza (Kaw); 5. Dana Daugherty (Kaw); 6. Joseph F. Ball (Kaw).

**SUPERTWINS EXPERT:** 1. Jonathan Glaefke (Suz); 2. Scott Evans (Suz); 3. Matt Wissel (Suz); 4. Brad Trout.

**SUPERTWINS NOVICE:** 1. Michael Diener (Suz); 2. Jim Bilka (Apr); 3. Wayne Yurak (Suz); 4. Shannon Anderson (Suz); 5. Ed Vanaman (Hon); 6. Chris Jones (Suz).

**MEDIUM TWINS EXPERT:** 1. Mike Kindelin (Apr RS250); 2. Jonas McCluskey (Apr RS250); 3. Jeremy Bonnett (Apr RS250); 4. Brad Trout; 5. James Monson (Apr RS250).

**MEDIUM TWINS NOVICE:** 1. Michael Diener (Suz SV650); 2. Brett Campbell (Suz SV650); 3. Wayne Yurak (Suz SV650); 4. Brett Woodland (Apr RS250); 5. Greg Fowler (Hon); 6. Robert T. Campbell (Suz SV650).

**LITE TWINS EXPERT:** 1. Don Fine (Suz); 2. Bob Webber (Suz); 3. Todd Narduzzi (Hon); 4. Jerry Dudley (Hon); 5. Ron Newman (Suz).

**LITE TWINS NOVICE:** 1. Matt Evans (Hon); 2. Mark Wisel (Suz); 3. Gary Raff (Hon); 4. Joe Ball (Kaw); 5. Jeff Lucak (Suz); 6. Daniel E. Kopp (Yam).

**VETERAN A EXPERT:** 1. Kenny Drouin (Suz); 2. Dan Chrystal; 3. Jerry Dudley (Hon); 4. William Fulmer (Hon).

**VETERAN A NOVICE:** 1. Rick Parr; 2. Robin Ross; 3. Jim Costello (Yam); 4. Tim Batten (Yam); 5. Ken Peters (Yam).

**VETERAN B EXPERT:** 1. Jeff McKinney (Hon); 2. Jim Sublet (Yam); 3. Bill Bloom (Kaw).

**GT I EXPERT:** 1. Douglas Duane (Suz); 2. Troy Green (Yam); 3. Eric Spector (Suz); 4. Tony DiNicola (Suz); 5. Jonathan Glaefke (Suz); 6. Kevin W. Pate (Kaw).

**GT I NOVICE:** 1. Michael Young (Yam); 2. James Kerker (Hon); 3. Breen Bannon (Yam); 4. Anthony Kaminski (Suz); 5. Adam Surawski (Hon); 6. Dana S. Kelley (Suz).

**GT II EXPERT:** 1. Mike Kindelin (Apr); 2. Matt Wissel (Suz); 3. Robert Nees (Yam); 4. Michael Kasimirsky (Yam); 5. Pat Mullen (Kaw); 6. Dan Chrystal (Yam).

**GT II NOVICE:** 1. Michael Diener (Suz); 2. Wayne Yurak (Suz); 3. Bryan Hoelzer (Hon); 4. Matt Evans (Hon); 5. Brett Woodland (Apr); 6. Brett Campbell (Suz).

**GT III EXPERT:** 1. Bob Webber (Suz); 2. Don Fine (Suz); 3. Richard Burdyslaw (Hon); 4. Todd Narduzzi (Hon); 5. Ron Newman (Suz).

**GT III NOVICE:** 1. Bill Stoneman (Hon); 2. Gary Raff (Hon); 3. Alan Kay (Yam); 4. Jeff Lucak (Suz); 5. Frank Walburg (Yam); 6. Daniel E. Kopp (Yam).

**MIDDLEWEIGHT ENDURANCE:** 1. Leaning Lizard Racing (Kaw); 2. Screem Racing (Yam); 3. Great Lakes (Yam); 4. Raging Bull Racing (Yam); 5. RPM Racing (Suz); 6. Team 2 Fear (Hon).

**HEAVYWEIGHT ENDURANCE:** 1. Cam Cool Racing (Suz); 2. HRP Racing; 3. Combustion Cycles (Hon); 4. Hinds Motorsports (Tri); 5. Mirgs Racing (Suz); 6. Chalupa (Hon).

**LIGHTWEIGHT ENDURANCE:** 1. Rush Hour Racing (Suz); 2. Team Road Rage (Hon); 3. D&M Racing (Yam); 4. Daggers Racing (Suz); 5. PB Racing (Suz); 6. Sportsmans Racing (Suz).

**IRON BUTT ENDURANCE:** 1. Glaefke Racing.com (Suz); 2. Team HMR (Hon); 3. Road Rage II (Yam); 4. Dave Bright Racing (Yam); 5. Team HMF Engineering (Suz); 6. Di Pietro Racing (Suz).

CCS AT WEST PALM BEACH, FLORIDA,  
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### Macias Wins At Moroso

By Lisa Theobald

In his first race weekend back from breaking both ankles at Road Atlanta two months earlier, Carlos Macias won the featured Unlimited Grand Prix race at Moroso on his Ducati 996, fending off GSX-R750 pilots Shane Prieto and Marco Martinez.

Macias was out front at the start with Martinez, Prieto and Gabriel Henning close behind. On the first lap, Prieto tried, unsuccessfully, to nab the inside line as the group entered the chicane. "I tried to dive in on Marco in three," Prieto explained afterwards, "which is silly, because he always goes really fast through there. I was hoping to get through, pass him, and get on the straight first. But, when we went into it, I think my front tire hit his rear tire, and it loaded the front end down, and then it shot up and just kept pogo-sticking through the next turn, almost off into the grass. But I was able to keep it up and nobody hit me."

While Macias ran in front, Henning, Martinez and Prieto traded places a few times before Henning dropped back to fourth place and the race turned into a three-rider battle. In second place, Martinez had to work twice as hard, trying to make the pass on Macias while at the same time keeping Prieto behind him. "I was trying to keep my head down and pass Macias, but he was flawless," said Martinez. "I mean, he was not making any mistakes. And, I was just waiting for that. His bike is so powerful on the straightaway."

With two laps to go, Prieto maneuvered into second place, but Martinez quickly passed him back.

When the white flag came out, Macias worked even harder to protect the inside line. His Ducati outpowered the Suzukis down the straights, but the smaller machines were able to close in through the corners. In the final run,

continued on page 82

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What do these riders have in common?

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**Aaron Yates**- Yoshimura Suzuki: 600 Supersport -Road America  
**Steve Rapp**- HMC Ducati/Corse Superbike  
**Mike Ciccotto**- Hooters Suzuki: 750 Supersport- Road Atlanta  
**Larry Pegram**- Competition Accessories Ducati  
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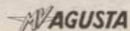
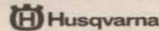
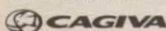
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## CCS Moroso

continued from page 81

Prieto once again passed Martinez but at the line Macias finished just barely ahead of Prieto and Martinez.

On the podium, Prieto said, "It was a great battle between Marco and I. I kept getting on the tail of Carlos when I was in front, but that thing has so much power, he just pulls away. It was good...I would have rather been out front, though!"

Macias draped the Colombian flag over his shoulders, and with the aid of an interpreter said, "It's good to be back like this, winning. This is what I love."

Although the top three Shootout racers went head-to-head throughout the day, Martinez finished the weekend not only as the holeshot king, but also as the event's biggest winner, with a total of four victories. He won in Unlimited Supersport, Heavyweight Supersport, Middleweight Superbike and Heavyweight Superbike. He also finished second in GTO, GTU and Middleweight Supersport.

Martinez led the entire Unlimited Supersport race, from start to finish. In Heavyweight

in Unlimited Supersport, with Prieto and Macias close behind. Prieto showed Martinez the front wheel as they charged down the back straight, but Martinez was later on the brakes, and had the inside line through turn six. With half the race completed, the top three were out front, alone, in a fierce battle for the lead. As they entered turn six again, Macias crashed out of the race. And, on the next lap, Martinez missed a gear going into turn 10. Prieto seized the opportunity to take over and charge ahead. With only one lap to go, Martinez was unable to catch him. Prieto took the victory, ahead of Martinez and Cummings.

## RESULTS

**UNLIMITED GRAND PRIX:** 1. Carlos Macias (Duc 996); 2. Shane Prieto (Suz GSX-R750); 3. Marco Martinez (Suz GSX-R750); 4. Gabriel Henning (Suz GSX-R750); 5. Andres Perez (Duc 996); 6. Jim Pihokken (Suz GSX-R750); 7. John-o Bowman (Suz GSX-R750); 8. Shane Breeding (Hon RS250); 9. Patrick Weekley (Yam 1000); 10. John Ashmead (Suz GSX-R750).

**UNLIMITED SUPERSPORT EXPERT:** 1. Marco Martinez (Suz GSX-R750); 2. Jim Pihokken (Suz GSX-R750); 3. Robert Caraway (Suz GSX-R750); 4. John Dalton (Suz GSX-R750); 5. Scott Ritchey (Suz GSX-R750); 6. Matthew Griffin (Suz GSX-R750).

**UNLIMITED SUPERSPORT AMATEUR:** 1. Jeremy Haiduk (Suz



Carlos Macias (83) leads Gabriel Henning (259) during the Unlimited Grand Prix race at Moroso. Macias won while Henning finished fourth. Photo by Lisa Theobald.

Supersport, his competition came from Prieto and John-o Bowman; Martinez nailed an early lead, but was not able to open the gap this time. Prieto held down second place until just past the halfway mark, when he blew by the entrance to the second chicane and lost time during a stop-and-go. Bowman took over second place, which he maintained to the finish.

Martinez took the holeshot again in Middleweight Superbike and opened the gap on the rest of the pack. A few laps later, Bowman maneuvered ahead of Chris Cummings and into second place, which he would not relinquish. In the final lap, the top three were spread apart fairly evenly as they crossed the start/finish line.

Martinez was out front for all six laps of the Heavyweight Superbike race after nabbing yet another holeshot. Early in the race, Macias was only a few bikelengths behind, as they slowly opened a gap on third-place Jim Pihokken. But, with each completed lap, Martinez increased his pace and stepped away from Macias. At the end, he won with a whopping 40-bikelength lead.

Prieto concluded the weekend with three victories, beating his competition in the GTO, GTU and Middleweight Supersport races. He also finished third in Heavyweight Supersport.

Martinez was out front for most of the GTO race, after taking the holeshot. But the pack was close behind, John Ashmead, Prieto and Pihokken swapping positions. With two laps to go, Ashmead took over the lead, pulling Prieto right behind him, and bumping Martinez down to third. But his lead was short-lived. Soon after, he was blowing smoke and out of the race. Prieto maintained the advantage over Martinez to the finish.

Martinez also led most of the GTU race, taking yet another lead from the start. Behind him Prieto and Macias battled for second place. At the halfway mark, Prieto maneuvered into second place and closed the door on Martinez. The race turned into a two-rider breakaway for the lead, which Prieto took over on the next lap. He maintained the advantage for the remaining laps, finishing ahead of Martinez and Macias.

Martinez was yet again the early leader

GSX-R750); 2. Travis Lee Pepin (Suz GSX-R750); 3. Sven DeSouza (Suz GSX-R750); 4. James McKillip (Hon CBR929RR); 5. Tony Larocca (Suz GSX-R600); 6. Joel Martinez (Suz GSX-R750).

**HEAVYWEIGHT SUPERSPORT EXPERT:** 1. Marco Martinez (Suz GSX-R750); 2. John-o Bowman (Suz GSX-R750); 3. Shane Prieto (Suz GSX-R750); 4. Robert Caraway (Suz GSX-R750); 5. Eric Gray (Suz GSX-R750); 6. Michael Rouleau (Kaw ZX-7R).

**HEAVYWEIGHT SUPERSPORT AMATEUR:** 1. Travis Lee Pepin (Suz GSX-R750); 2. Jeremy Haiduk (Suz GSX-R750); 3. Darren Luck (Suz GSX-R600); 4. Joseph Williams (Yam YZF-R6); 5. Frank Potucex (Suz GSX-R750); 6. Santiago Villa (Suz GSX-R600).

**MIDDLEWEIGHT SUPERSPORT EXPERT:** 1. Shane Prieto (Suz GSX-R600); 2. Marco Martinez (Suz GSX-R600); 3. Christopher Cummings (Yam YZF-R6); 4. Thomas Pfner (Yam YZF-R6); 5. Ronny Camilo (Yam YZF-R6); 6. John-o Bowman (Suz GSX-R600).

**MIDDLEWEIGHT SUPERSPORT AMATEUR:** 1. Darren Luck (Suz GSX-R600); 2. Santiago Villa (Suz GSX-R600); 3. Andre Bibeau (Yam YZF-R6); 4. George Brady (Yam YZF-R6); 5. Joshua Michael Myers (Yam YZF-R6); 6. Raphael Sanfilippo (Yam YZF-R6).

**LIGHTWEIGHT SUPERSPORT EXPERT:** 1. R Todd Keesee (Suz SV650); 2. Keith; 3. Gerry Hasher (Suz SV650); 4. CJ Czaia (Suz SV650); 5. Dale Neil (Hon NT650).

**LIGHTWEIGHT SUPERSPORT AMATEUR:** 1. Dennis Bonneau (Suz SV650); 2. Robert Cole (Duc 750); 3. Jose David Perez (Suz SV650).

**HEAVYWEIGHT SUPERBIKE EXPERT:** 1. Marco Martinez (Suz GSX-R750); 2. Carlos Macias (Suz TL1000R); 3. Jim Pihokken (Suz GSX-R750); 4. Andres Perez (Duc 996); 5. John Ashmead (Suz GSX-R750); 6. Robert Caraway (Suz GSX-R750).

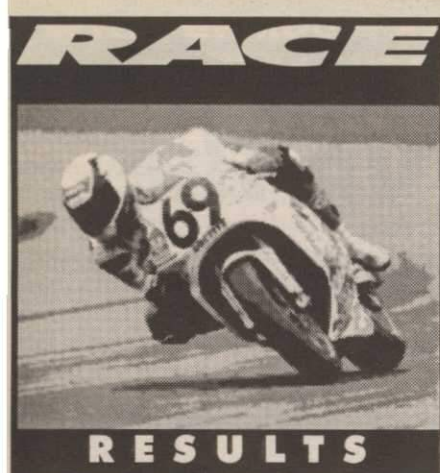
**HEAVYWEIGHT SUPERBIKE AMATEUR:** 1. Travis Lee Pepin (Suz GSX-R750); 2. Jeremy Haiduk (Suz GSX-R750); 3. Darren Luck (Suz GSX-R600); 4. Santiago Villa (Suz GSX-R600); 5. John Briody (Suz GSX-R750); 6. Joseph Williams (Yam YZF-R6).

**MIDDLEWEIGHT SUPERBIKE EXPERT:** 1. Marco Martinez (Suz GSX-R600); 2. John-o Bowman (Suz GSX-R600); 3. Christopher Cummings (Yam YZF-R6); 4. Ronny Camilo (Yam YZF-R6); 5. Bryce Lawmaster (Yam YZF-R6); 6. Pedro Valiente (Yam YZF-R6).

**MIDDLEWEIGHT SUPERBIKE AMATEUR:** 1. Darren Luck (Suz GSX-R600); 2. Santiago Villa (Suz GSX-R600); 3. Andre

continued on page 94





## CMRA/CCS At College Station, Texas July 21-22

### RESULTS

**UNLIMITED GP:** 1. John Haner (Suz GSX-R750); 2. Sam McDonald (Yam YZF-R1); 3. Pete Martins (Suz GSX-R1000); 4. Jamie Lane (Suz GSX-R750); 5. Scott Foster (Suz GSX-R750); 6. Rick Hogge (Yam YZF-R6).

**UNLIMITED SUPERSPORT EXPERT:** 1. Pete Martins (Suz GSX-R1000); 2. Sam McDonald (Yam YZF-R1); 3. Larry Locklear (Kaw ZX-6R); 4. Scott Foster (Suz GSX-R750); 5. Mike Guillot (Kaw ZX-9R); 6. Marc Gifford (Yam YZF-R6).

**UNLIMITED SUPERSPORT AMATEUR:** 1. Keith Holleman (Suz GSX-R750); 2. Jeff Brice (Hon CBR600F4); 3. David Price (Hon CBR600F3); 4. Christopher Link (Yam YZF-R6); 5. Cody Perkins (Yam YZF-R6); 6. Ken Cyr (Hon CBR600F3).

**HEAVYWEIGHT SUPERSPORT EXPERT:** 1. Pete Martins (Suz GSX-R750); 2. Scott Foster (Suz GSX-R750); 3. Darren Behm (Yam YZF-R6); 4. Danny Dominguez (Suz GSX-R750); 5. Steve Breen (Yam YZF-R6); 6. Scott Lawson (Suz GSX-R600).

**HEAVYWEIGHT SUPERSPORT AMATEUR:** 1. Keith Holleman (Suz GSX-R750); 2. David Sanders (Yam YZF-R6); 3. Chris Headley (Yam YZF-R6); 4. Phillip Lawlis (Kaw ZX-6R); 5. Jeff Brice (Hon CBR600F4); 6. Cody Perkins (Yam YZF-R6).

**MIDDLEWEIGHT SUPERSPORT EXPERT:** 1. John Haner (Suz GSX-R600); 2. Troy Green (Yam YZF-R6); 3. Greg Abbott (Suz GSX-R600); 4. Rick Hogge (Yam YZF-R6); 5. Jamie Lane (Suz GSX-R750); 6. Darren Behm (Yam YZF-R6).

**MIDDLEWEIGHT SUPERSPORT AMATEUR:** 1. David Sanders (Yam YZF-R6); 2. Chris Headley (Yam YZF-R6); 3. Heath Small (Duc 748); 4. Phillip Lawlis (Kaw ZX-6R); 5. Jeff Brice (Hon CBR600F4); 6. David Price (Hon CBR600F3).

**LIGHTWEIGHT SUPERSPORT EXPERT:** 1. Eric Falt (Suz SV650); 2. Randy White (Hon); 3. Rich Desmond (Suz SV650); 4. Edward Ehrichs (Suz SV650).

**LIGHTWEIGHT SUPERSPORT AMATEUR:** 1. James Ervin (Suz SV650); 2. James Johnston (Suz SV650); 3. A.C. Freeman, Jr (Suz SV650); 4. Richard Brooks (Suz SV650); 5. Jerry Robertson (Suz SV650); 6. James Hopkins (Suz SV650).

**HEAVYWEIGHT SUPERBIKE EXPERT:** 1. Greg Abbott (Suz GSX-R750); 2. Larry Locklear (Kaw ZX-6R); 3. Pete Martins (Suz GSX-R750); 4. Danny Dominguez (Suz GSX-R750); 5. Ronnie Lunsford (Duc 996); 6. Scott Lawson (Suz GSX-R600).

**HEAVYWEIGHT SUPERBIKE AMATEUR:** 1. Keith Holleman (Suz GSX-R750); 2. Phillip Lawlis (Kaw ZX-6R); 3. Cody Perkins (Yam YZF-R6); 4. Andrew Kupfer (Suz GSX-R600); 5. Ken Cyr (Hon CBR600F3); 6. Allan Voigt II (Suz GSX-R750).

**MIDDLEWEIGHT SUPERBIKE EXPERT:** 1. Troy Green (Yam YZF-R6); 2. Darren Behm (Yam YZF-R6); 3. Rick Hogge (Yam YZF-R6); 4. Scott Lawson (Suz GSX-R600); 5. Marc Gifford (Yam YZF-R6); 6. Kevin Pate (Kaw ZX-6R).

**MIDDLEWEIGHT SUPERBIKE AMATEUR:** 1. David Sanders (Yam YZF-R6); 2. Chris Headley (Yam YZF-R6); 3. Phillip Lawlis (Kaw ZX-6R); 4. Jessie Davis (Yam YZF-R6); 5. Cody Perkins (Yam YZF-R6); 6. Christopher Link (Yam YZF-R6).

**LIGHTWEIGHT SUPERBIKE EXPERT:** 1. Robert Bradlaw (Suz SV650); 2. Eric Falt (Suz SV650); 3. Randy White (Hon); 4. Rich Desmond (Suz SV650); 5. Ronnie Gyure (Duc 750); 6. Edward Ehrichs (Suz SV650).

**LIGHTWEIGHT SUPERBIKE AMATEUR:** 1. James Ervin (Suz SV650); 2. Mike Pettipas (Yam FZR400); 3. James Johnston (Suz SV650); 4. A.C. Freeman, Jr (Suz SV650); 5. Richard Brooks (Suz SV650); 6. James Hopkins (Suz SV650).

**MIDDLEWEIGHT GP EXPERT:** 1. Troy Green (Yam YZF-R6); 2. Scott Lawson (Suz GSX-R600); 3. Marc Gifford (Yam YZF-R6); 4. Craig Montgomery (Yam YZF-R6); 5. Rick Hogge (Yam YZF-R6); 6. Steve Morey (Yam YZF-R6).

**MIDDLEWEIGHT GP AMATEUR:** 1. Chris Headley (Yam YZF-R6); 2. Christopher Link (Yam YZF-R6); 3. Danny Eslick (Hon RS125); 4. Cody Perkins (Yam YZF-R6); 5. Jessie Davis (Yam YZF-R6); 6. Alan Tan (Hon RS125).

**LIGHTWEIGHT GP EXPERT:** 1. Robert Bradlaw (Suz SV650); 2. Zachry Lee (Hon CR250); 3. Eric Falt (Suz SV650);

4. Logan Young (Hon RS125); 5. Brian Lee (Hon RS250); 6. Nicky Wimbauer (Hon RS125).

**LIGHTWEIGHT GP AMATEUR:** 1. Danny Eslick (Hon RS125); 2. Alan Tan (Hon RS125); 3. Ryan Andrews (Hon RS125); 4. Mike Pettipas (Yam FZR400); 5. James Johnston (Suz SV650); 6. Keith Coker (Suz SV650).

**SINGLES GP:** 1. Logan Young (Hon RS125); 2. Danny Eslick (Hon RS125); 3. Charles Ergle (Hon RS125); 4. Alan Tan (Hon RS125); 5. Ryan Andrews (Hon RS125); 6. Nicky Wimbauer (Hon RS125).

**HEAVYWEIGHT SPORTSMAN:** 1. Robert Bradlaw (Suz SV650); 2. Eric Falt (Suz SV650); 3. Scott Levine (Suz SV650); 4. Richard Brooks (Suz SV650); 5. Edward Ehrichs (Suz SV650); 6. James Hopkins (Suz SV650).

**MIDDLEWEIGHT SPORTSMAN:** 1. Daniel Sinclair (Hon Hawk); 2. Tim Haas (Apr RS250); 3. Mike Pettipas (Yam FZR400); 4. Eric Heddles (Laverda); 5. Ronnie Gyure (Duc 750); 6. Kelly Tompkins (Apr RS250).

**LIGHTWEIGHT SPORTSMAN:** 1. Randy White (Hon); 2. Eric Heddles (Laverda); 3. Andrew Kiser (Apr RS250); 4. Glenn St. John (Apr RS250); 5. Keith Coker (Hon).

**SUPERTWINS EXPERT:** 1. John Branch (Hon RC51); 2. Ronnie Lunsford (Duc 996); 3. Robert Bradlaw (Suz SV650); 4. Reagan Jobe (Ducati 748); 5. Rich Desmond (Suz SV650).

**SUPERTWINS AMATEUR:** 1. Heath Small (Duc 748); 2. James Ervin (Suz SV650); 3. James Johnston (Suz SV650); 4. Keith Coker (Suz SV650); 5. Chris Gallagher (Suz SV650); 6. John Boigk (Suz TL1000R).

**SUPERSINGLES:** 1. Keith Coker (Hon).

**FORMULA 40:** 1. Ronnie Lunsford (Duc 996); 2. Mitch Ballard (Yam YZF-R6); 3. Billy Click (Hon RC51); 4. Steve Morey (Yam YZF-R6); 5. Randy White (Hon); 6. Scott Levine (Suz SV650).

**CLASSIC:** 1. Charles "Rick" Jones (Suz GSX-R750); 2. Keith Hertell (Suz GSX-R750); 3. Tony Rodio (Hon CBR600); 4. Steve Haesemeyer (Hon CBR600F4); 5. Mike Pettipas (Yam FZR400); 6. Donald Medina (Yam FZR600).

**HEAVYWEIGHT MINI:** 1. Jay Deaton (Mori 80); 2. Ryan Andrews (Kaw KX60); 3. Jack Giesecke (Kaw KX80); 4. Bryan Norton (Yam TZ80).

**MIDDLEWEIGHT MINI:** 1. Ryan Andrews (Kaw KX60); 2. Randall Smith (Apr RS50); 3. Clay Allen (Derbi); 4. Dustin Dominguez (Derbi); 5. Eric Yost (Yam); 6. Jerry Gallaher, Jr (Yam).

**LIGHTWEIGHT MINI EXPERT:** 1. Freddy Haltom (Yam YSR50); 2. Richard Eads (Yam YSR50).

**LIGHTWEIGHT MINI AMATEUR:** 1. Tyler McDonald (Yam YSR50); 2. Dustin Dominguez (Yam YSR50); 3. Efron Coronado (Yam YSR50); 4. Nick Tadlock (Yam YSR50); 5. Ian Storm (Yam YSR50); 6. James Eads (Yam YSR50).

**HEAVY PROVISIONAL AMATEUR:** 1. Ken Cyr (Hon CBR600F3); 2. John Orchard (Suz GSX-R600); 3. Jesse Hereford (Hon); 4. Tony Fortune (Hon).

**MIDDLEWEIGHT PROVISIONAL AMATEUR:** 1. Jody Fortune (Yam YZF-R6); 2. Joshua White (Yam YZF-R6); 3. Albert Schilling (Yam YZF-R6); 4. Ricardo Rosales (Yam YZF-R6); 5. JC Mondeul (Yam YZF-R6); 6. Andrew Paquette (Yam YZF-R6).

**LIGHTWEIGHT PROVISIONAL AMATEUR:** 1. Drayton Altimore (Suz SV650); 2. Heatherly Edison (Suz SV650); 3. Irwin Arnstein (Yam).

**4-HOUR BIG BIKE OVERALL ENDURANCE:** 1. H&H Motorsports (John Haner/Chris Rankin/Shannon Ball/Brett Champagne), Suz GSX-R1000, Unlimited Supersport, 124 laps; 2. Performance Powercoating (Ronnie Lunsford/Rusty Allen/Matt Maschmann), Hon CBR929RR, Unlimited GP, 124 laps; 3. G-MAN Racing (Harry Tomlinson/Mike Guillot/John Branch), Kaw ZX-9R, Unlimited GP, 124 laps; 4. Carpet Dog Racing (Scott Stevens/Mark Gifford), Yam YZF-R6, Middleweight Supersport, 122 laps; 5. No Homeless (Frank Shacklee/Mark Niemi/Andy Galindo), Kaw ZX-9R, Unlimited GP, 122 laps; 6. Desert Rat Racing (Brad Thomas/Derek Thomas/Stephen Guynes/Bradley Champion/Mitch Ballard), Suz GSX-R750, Unlimited Supersport, 121 laps.

**MINI BIKE ENDURANCE: HEAVYWEIGHT MINI:** 1. Team Euro Shop Waco (Ryan Andrews/Mark Andrews/Jay Deaton), Hon RS80, 82 laps; 2. Uphill Racing (Troy Masure/Niel Grimmer/Richard Hill), Hon RS80, 80 laps; 3. Perpetual Motion (Nick Marcuccio/Lindsey Leard/Bryan Norton/Keith Hertell), Hon RS80, 76 laps; 4. Motobama (Chuck Gault/Glen Massengill), Hon, 74 laps; 5. Other Team (Randy Martin/Steve Breen/Glenn Bradshaw), Hon RS80, 69 laps; 6. Team Scud (David Price/Mark Price), Hon RS80, 59 laps; **MIDDLEWEIGHT MINI:** 1. What The Hell (Jeff Phillips/Dennis Spears/Joel Hall/Greg Abbot), Yam, 67 laps; 2. Gumby (Stuart Fulton/Bradley Champion/Derek Heaton/Efron Coronado), Yam, 65 laps; 3. Cross Roads Honda #2 (Eric Yost/Loren Swor/Charles Walter/Troy Sturtz), Yam, 63 laps; 4. Cross Roads Honda (Jerry Gallaher/Steve Blaylock/Loren Swor), Hon, 63 laps; 5. A Little Bad Company (Raul Blanco/Tim Haas/Ashley Histland), Hon, 61 laps; 6. Pocket Rice Racing (Chas Walter/Geoff Reid), Yam YSR60, 60 laps; **LIGHTWEIGHT MINI:** 1. Team K&N (Tyler McDonald/Dustin Dominguez/Sam McDonald), Yam YSR50, 63 laps; 2. Team Chaos (Richard Eads/Darin Cooley/Steve Craig/Damon Harvey), Yam YSR50, 63 laps; 3. We Cheat (Jeff Meads/Bobby Palmer/Joshua Mosley), Yam YSR50, 62 laps; 4. Moon Racing (Robert Mondshine/Marc Mondshine), Yam YSR50, 61 laps; 5. Full Moon Racing (Marc Mondshine/Robert Mondshine), Yam YSR50, 61 laps; 6. Rollin Rockets Racing (Nick Tadlock/Brad Kelly), Yam YSR50, 60 laps.

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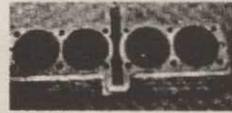
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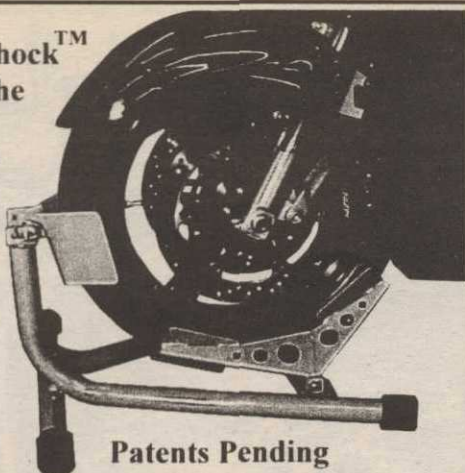
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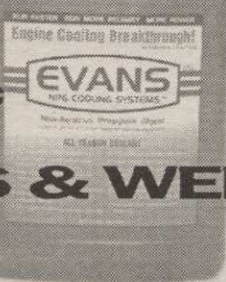


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**TEAMS FIND NEW PADDOCK FLOORING BETTER THAN CARPET, OTHER TILE BRANDS:**

## Dressing Up The Pit Area

By David Swarts

A new pit-area flooring system made in Switzerland has been showing up in the paddock under the feet of road racing teams, and is being imported by a Georgia company, Pro Show. Located in the industrial park below the skid pad in Road Atlanta's paddock, Pro Show has been named the exclusive distributor for all of North and South America for Pro Show Performance Flooring, which is currently being used by Corona Extra EBSCO Suzuki, Team Valvoline EMGO Suzuki and HMC Ducati in the AMA paddock.

"Actually, it's the best flooring I've had," said the Mitch Hansen, owner HMC Ducati. "It's just been fabulous. It goes together good. It comes apart real easy. It's perfect. It's a lot better than the stuff I had before, and I can't remember what I had before."

"The flooring's good," said Corona Extra EBSCO Suzuki owner Landers Sevier IV. "It completes the package of the paddock presentation. It keeps everything a lot more sanitary and clean than dealing with the sandy concrete."

"It does ease fatigue on the feet of the crewmen. It cuts down on worker fatigue when it's applied, when it's down, but it fatigues the shit out of them putting it down and picking it up. We were using the Kiwi stuff (Kiwi Tile,

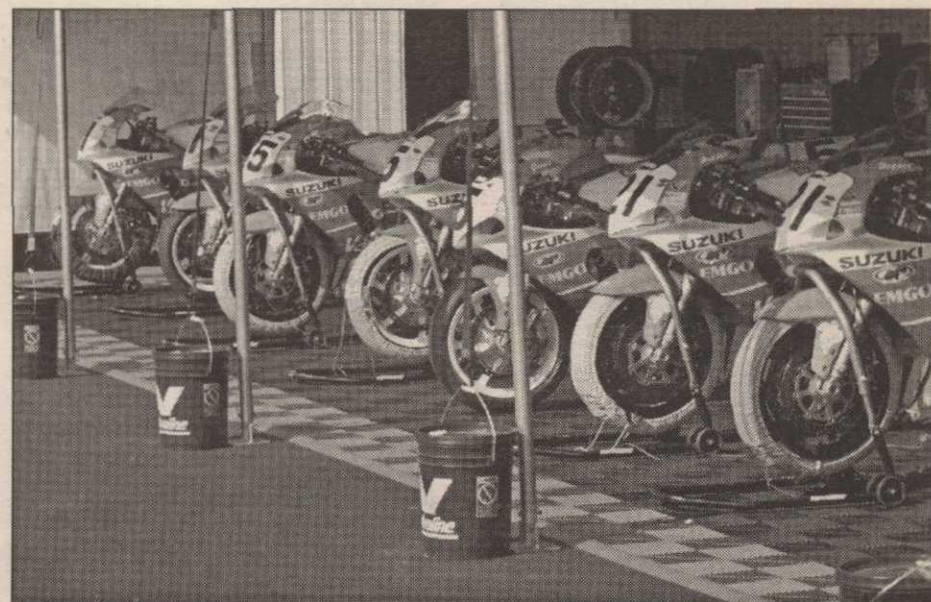
tant, too. So if it gets wet, you don't slip and slide on it. It's a lot better than the rubber mat. You can roll stuff around on their stands easily."

Sevier agreed that it was easier to slide equipment across the Pro Show flooring.

"We are very happy with the Pro Show flooring," said Keith Perry, Crew Chief for Team Valvoline EMGO Suzuki. "Compared to the carpet that we used to use, it's much better. It's easy to pick up and put down. It goes together and comes apart real easy. As far as loading it and unloading it, once you have a cart built for it, it's actually easier to deal with than carpet. It looks good, much better than carpet, and it's weatherproof. Water just flows underneath it. So unless you are in a low area of the paddock, your feet will not get wet."

Sevier agreed with Perry on the flooring's water-handling characteristics, saying, "We dump coolers out right there in the work area and it goes right through, down, and out away from us. We don't get wet at all. Water just goes right through it, which is another attribute to the floor. If you don't have this type of floor, you've gotta get this type of floor, period."

"When you're working on stuff and



The Valvoline EMGO Suzuki pit area at Road Atlanta, showing Pro Show snap-together tile flooring, with optional edging. Photo by Brian J. Nelson.

a similar, competing pit floor system). I think the Kiwi stuff was lighter but I can't be sure because I didn't use them back-to-back. It requires space. It requires a lot of elbow grease putting it down. Just time, that's all."

"It's virtually very close in weight (to the Kiwi Tile)," said Bill Brown, National Sales Director for Pro Show. "They (Kiwi Tile) have little pits on the bottom of their tile, and the problem is all those get crushed and break off and other things like this. Ours has more of a contact patch on the bottom, and ours is anti-skid and heat-resis-

it's raining, the water drains underneath it and doesn't effect us at all. It works out really good," agreed Hansen.

"At Road Atlanta, when we had the monsoon here at the AMA National, the water was definitely running underneath the HMC floor. Same with the Valvoline floor," said Brown. "So the techs can still work without getting soaked. The tiles are plastic so they won't pick up any water at all. Clean-up is just to pressure-wash it. Add soap and water and pressure wash it. None of the chemicals out there of any type—the harshest of the chemicals like car-



buretor cleaner that almost melts aluminum—you can use any of it on there and it doesn't harm it at all. It's really amazing stuff. It's made out of a polypropylene copolymer."

Although the flooring is made in Switzerland, Pro Show keeps a supply in stock in Braselton for fast delivery. "They shipped and delivered it when they said they would. I didn't have to wait or it wasn't back-ordered. The stuff we needed was in stock," said Sevier. Perry concurred, saying, "Dealing with the company Pro Show has been just fine. They are always there when we need anything."

Brown said, "Most of the stuff we

us," said Brown. "This stuff will go together on any kind of surface. You can put it on dirt, grass, rock, anything like that. This floor will stay together. You can order whatever size you want. If you want a 10 x 10-foot square, we'll get that for you. Rick Shaw (AMA Superbike privateer) just got some floor from us, and that's about the size that he got from us. Anything anybody wants, we'll work it out and get it for them."

The flooring system also has options including ramp edges to ease rolling of vehicles and carts on and off the floor. Special corner pieces are available to add to the floor's appearance. "Also, we can put team logos down in the



The HMC Ducati pit set-up, including Pro Show tile flooring plus pit walls. The pit-wall sections travel in large padded transport cases.

can deliver immediately if it's in stock. We have the flooring in stock. Also, at the first event with the flooring, we try to come out and show the customer how to put it down and take it up so that it makes life much simpler."

What about the price? "Basically, the flooring is \$3.20 a square foot," said Brown. "It is a little higher than some of the other tiles out there, but you will find that it lasts tremendously longer."

"I think it's expensive," said Sevier. "But most anything that's worth having is expensive."

"Whether it's a good value or not will depend on how long it lasts," figured Perry. "We've only had ours since Road Atlanta (in May 2001), but it's already lasted longer than carpet. That's why I think even a club racer would be happy with this stuff. They may or may not realize it, but you always are throwing away carpet because it gets wet or dirty. These flooring tiles look like they will last for a while."

"I can't remember what I paid for it, but it was a good value," said Hansen.

"We're not just doing this in motorcycles," pointed out Brown. "We're doing this in the American Le Mans series, CART, historic auto racing, and just about every other series. The reason that people are going with it is the ease of maintenance up and down and then the strength of it. The stuff snaps together all from the top. You don't have to inter-twine it like you do with the Kiwi Tile. It's very easy to work with and it's very strong. The biggest thing strength-wise, the air jacks of the Le Mans series cars are just like an inch-and-a-half jack, it can hit this with full force with the nitrogen bottle and it won't break this floor. That's how hard it is."

"We've had some privateers go with

floor," said Brown. "We've done that for Vance & Hines' drag race team. The Eagle One logo is flush in the floor." Pro Show also supplies custom walls to dress up pit areas.

"When I bought (our flooring)," said Hansen, "Pro Show also had the wall system. So I bought it together. We're the first ones (in AMA Superbike) with the wall system because all of these European guys I've got here said we've got to make it look like World Superbike. They made me do it, and I'm glad they did. It looks professional."

The wall systems do take a little longer to deliver. Brown said, "It all depends on how fancy they want to get. Walls like the HMC stuff, (it) takes a while to put all of the graphics on that. Any of the stuff is available immediately, just depending on how fancy they want to get into. The HMC thing took a couple of weeks to put together."

"Now people are looking at the walls because the more that you get the sponsor's name out there, the better off you are. If they see a professional pit area like that, it makes all the difference in the world on getting more money. All of our Le Mans teams, Cadillac, Dick Barber, Panoz; they're all using the walls. We're working right now on some CART and other AMA Superbike teams. We also did the backing walls for the winner's rostrum here at Road Atlanta. The walls come together and go apart with a single, 5mm allen screw."

For additional information on Pro Show Performance Flooring or Wall Systems, call Bill Brown at Pro Show (770) 965-1877. Brown also pointed out that racers wanting to save shipping costs can pick up flooring orders during the WERA Grand National Finals this coming October. **RW**

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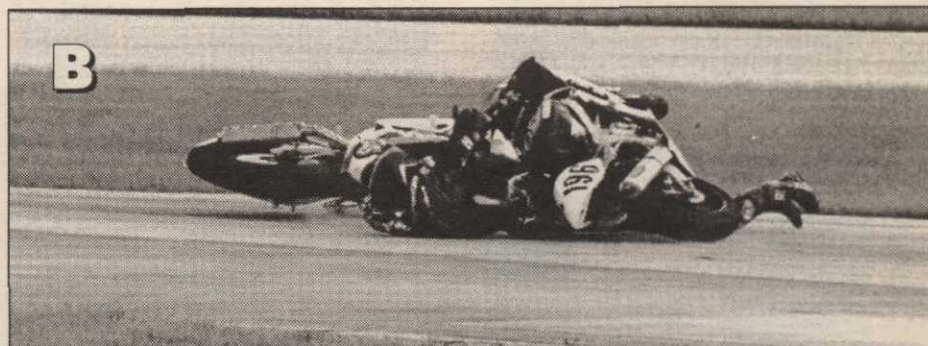


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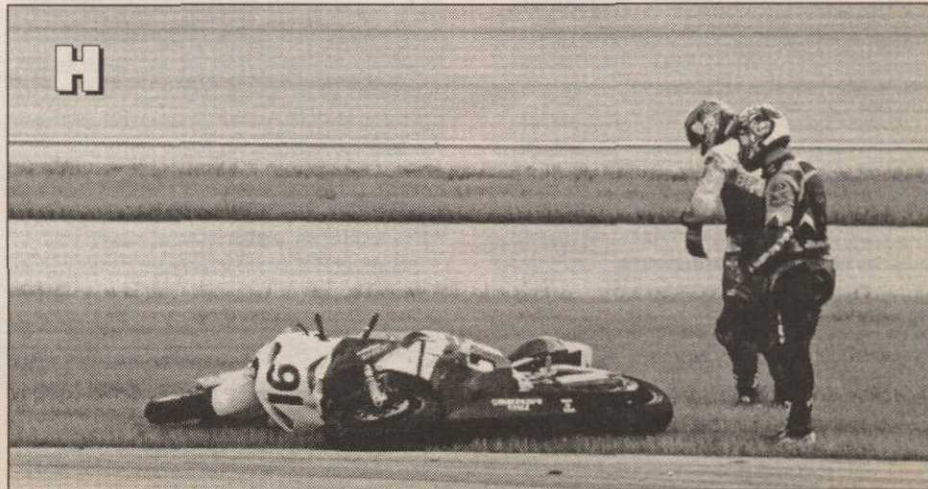
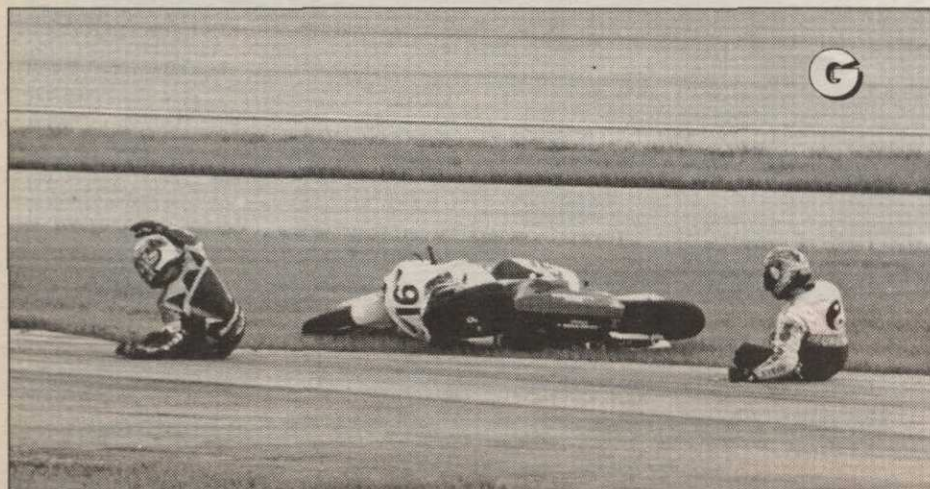
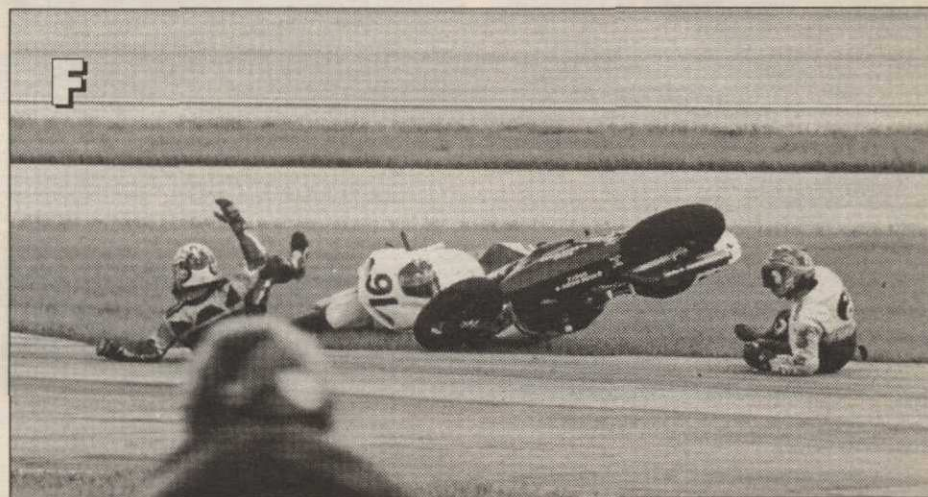
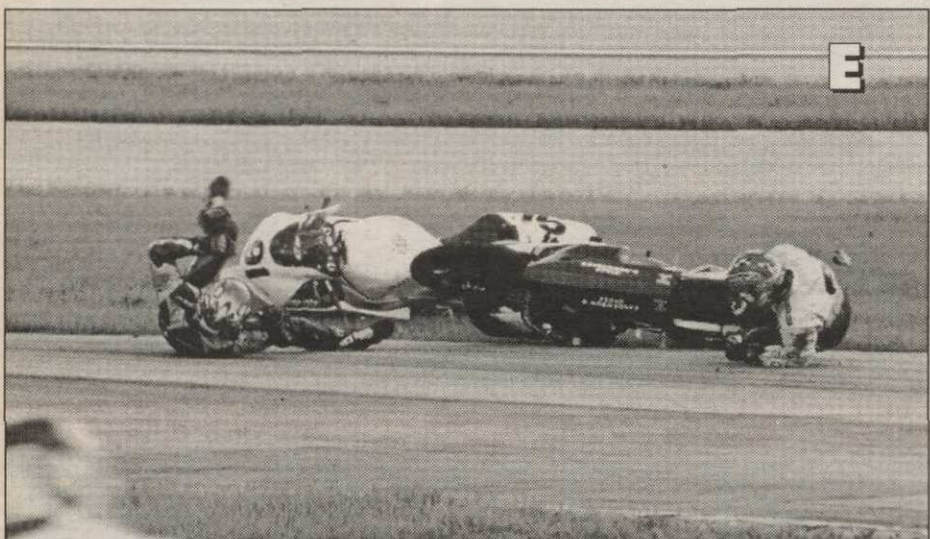
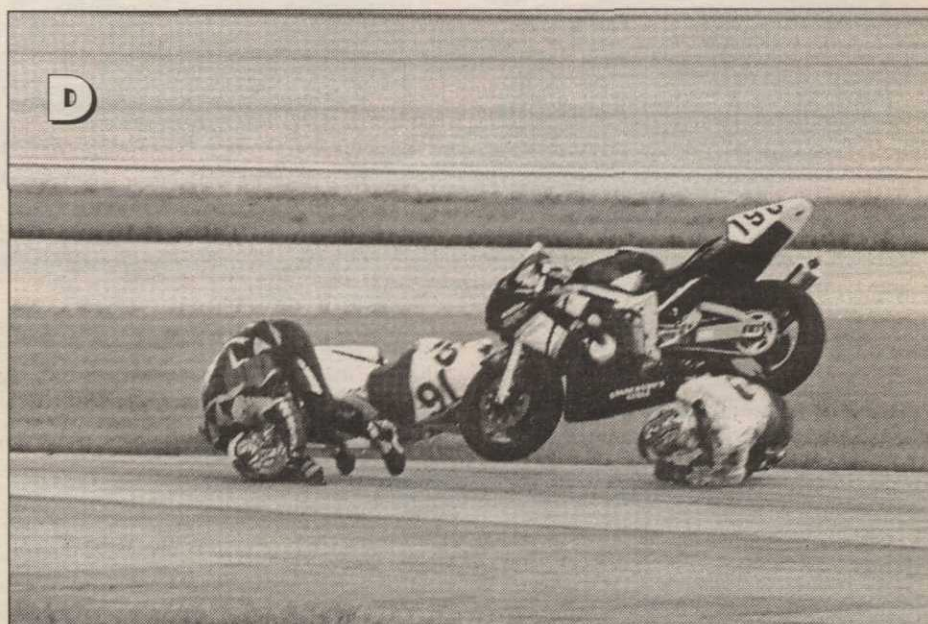
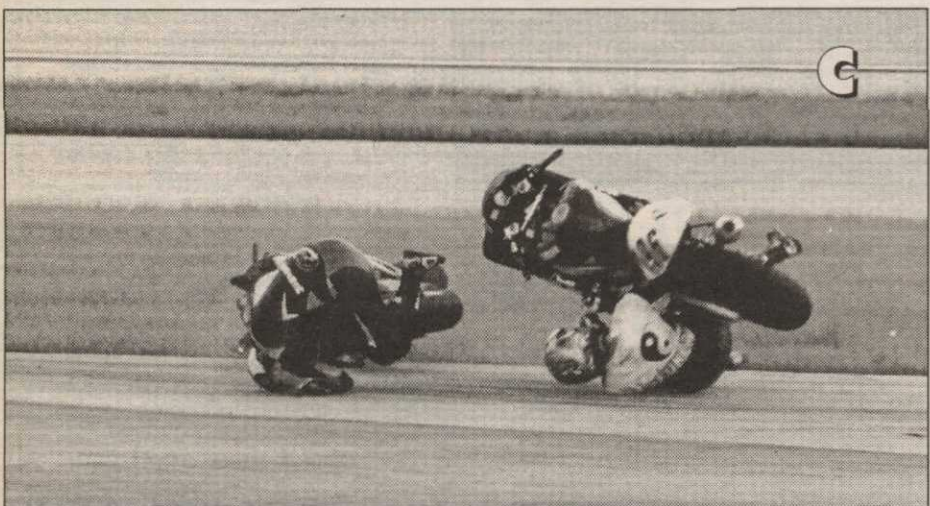
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When a pass goes bad: Mark Zaremkas (196) and Thomas Pfuner (91) get tangled up at Homestead-Miami Motorsports Complex. Photos by Christopher Vietri.







According to the photographer, rider #225 (looking back) collided with the crashing rider during a race at Moroso Motorsports Park. Photos by Christopher Vietri.



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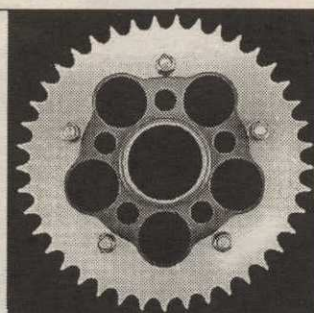


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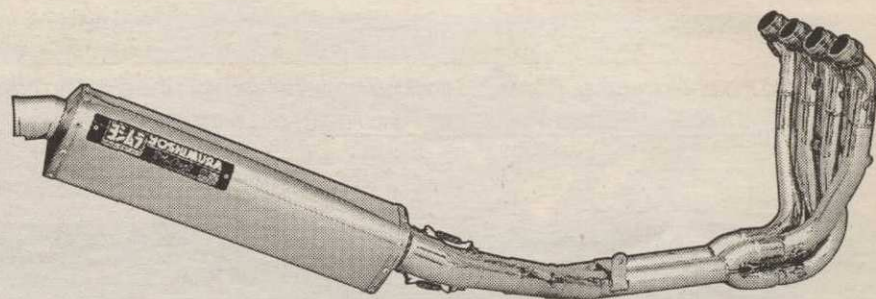
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Yoshimura's new TRS Tri-Oval exhaust system features angled canister walls designed to push sound waves toward the baffle core, creating a unique sound while increasing canister strength. TRS systems are available in complete Zyclone or Race 4-into-2-into-1 systems with equal-length header tubes, with a choice of polished stainless steel, carbon fiber, or titanium canisters, depending on the bike. Prices for TRS systems range from \$315.00 to \$940.00. From Yoshimura R&D of America, Dept. RW, 4555 Carter Ct., Chino, CA 91710, (909) 628-4722, FAX (909) 591-2198, [www.yoshimura-rd.com](http://www.yoshimura-rd.com).



Mac Tools' new Micro-Tough Ratchets have been designed with smaller ratchet head diameters and shorter handle swings with no decrease in torque, to help mechanics work in tight areas. The Micro-Tough ratchets are designed to get into areas that normally would require the removal of other parts. The Micro-Tough series of ratchets is available in a three-piece set including a 1/4-inch drive with 5-inch handle length, a 3/8-inch with an 8-inch handle, and a 1/2-inch with a 10-inch handle. The head diameter of the 1/4-inch ratchet is smaller than a U.S. penny and all of the ratchets use a minimum 5-degree swing instead of a conventional 8-10 degree swing. The three-piece set is available for \$99.95 from Mac Tools, Dept. RW, 4635 Hilton Corporate Dr., Columbus, OH, 43232, 1-800-MAC-TOOLS, [www.mactools.com](http://www.mactools.com).



Sidi's new "Country" casual race shoe is available in black only in sizes 8 through 12 for \$65 direct from Motonation, Dept. RW, 14168 Poway Rd., Ste 205, Poway, CA, 92064, (877) 789-4940, FAX (858) 513-6285, [www.motonation.com](http://www.motonation.com).

Kawasaki has introduced a new line of riding jackets designed for women. The five jackets pictured here are specifically tailored for women. The Nylon Ninja Jacket (top left) comes with a removable liner for \$199.95, the Kawasaki Leather Ninja Jacket (bottom left) retails at \$349.95, and the Leather Ninja Jacket (bottom right) goes for \$349.95. All three jackets feature removable armor and patented pop-



up shoulder ventilation. The Black Leather Cruiser Jacket (bottom middle) sells for \$269.95 while the Black Leather Sportbike Jacket (top right) is available for \$255.95. Both black leather jackets are made from drum-dyed Napa leather. All five jackets come in sizes XS-XXL and are available from Kawasaki dealers. For more information, go online at [www.buykawasaki.com](http://www.buykawasaki.com).



Castrol's Metal Parts Cleaner is designed to remove grease, oil, and other buildup from parts like spark plugs, brakes, and carburetors without leaving any residue. Available in a 17-ounce aerosol can, Castrol's Metal Parts Cleaner is safe on most plastics, displaces moisture, and retails for \$5.95 from motorcycle dealers. More information is available from Castrol North

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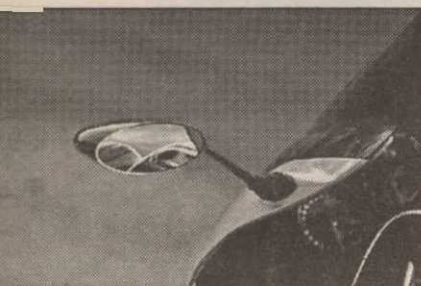




**Paint Saver Mesh** is designed to prevent soft luggage from damaging a bike's paint while tied down during trips. A 3/16 x 24 x 36-inch sheet of black foam-covered mesh sells for \$8.00, ready to cut to fit and place between the bike and luggage. The mesh can also be used as a



toolbox drawer liner. From Aerostich/Rider Wear House, Dept RW, Eight S. 18th Ave. West, Duluth, MN 55806, (800) 222-1994, FAX (218) 720-3610, www.aerostich.com.



**Formula One car mirrors** with mounts for popular sportbikes are wind-tunnel-tested and sell in fiberglass for \$285 a pair or in carbon fiber for \$435 a pair. From Huge Industries, Dept. RW, 10434 N. 42nd Place, Phoenix, AZ, 85028, (602) 795-5995, FAX (602) 795-6886, www.hugeindustries.com.

**RW**

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To be considered for publication, new product releases **must** include a typed product description, ordering or purchasing information (where to get it), the **suggested retail price** and a black & white or color photograph of the product. Due to the volume of submissions and space limitations, receipt of new product releases cannot be acknowledged; not all new product releases are published and accepted releases are subject to editing. Send releases to New Products, Roadracing World Publishing, Inc., P.O. Box 1428, Lake Elsinore, CA 92531-1428.

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## AMA Chevy Trucks U.S. Superbike Championship

9/13-16 Willow Springs Raceway, Rosamond, CA  
 9/28-30 Virginia International Raceway, Alton, VA  
 For additional info, call AMA at (614) 856-1900, FAX (614) 856-1920, online [www.amapracing.com](http://www.amapracing.com).

## Formula USA National Road Racing Series

10/18-21 Daytona Int'l. Speedway, Daytona Beach, FL  
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9/22 Virginia Int'l Raceway, Alton, VA  
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 10/23-28 GNF, Road Atlanta, Braselton, GA  
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9/15-16 Phoenix Int'l Raceway, Phoenix, AZ  
 10/6-7 Thunderhill Park, Willows, CA  
 11/10-11 Buttonwillow Raceway, Buttonwillow, CA  
 12/1-2 Streets of Willow Springs, Rosamond, CA \*  
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 12/8-9 Homestead Motorsports Complex, Homestead, FL \*  
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9/22-23 Rausch Creek Raceway, Harrisburg, PA (TC)  
 10/6-7 Virginia Int'l Raceway, Alton, VA  
 10/13-14 Summit Point Raceway, Summit Point, WV \*  
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9/29-30 Hallett Motor Racing Circuit, Hallett, OK  
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## CCS Southeast Region

10/6-7 Virginia Int'l Raceway, Alton, VA  
 11/3-4 Carolina Motorsports Park, Kershaw, SC \*  
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## CCS Southwest Region

10/6-7 Firebird Int'l Raceway, Chandler, AZ (TC)  
 11/11-12 Buttonwillow Raceway, Buttonwillow, CA  
 12/2-3 Firebird Int'l Raceway, Chandler, AZ \*  
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## AFM Series

9/22-23 Sears Point Raceway, Sonoma, CA  
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## AMA/ASMA Series

10/14 Arroyo Seco Mtsprts Complex, Deming, NM  
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## CRA Series

9/14-16 Colonel's Brainerd Int'l Rcw, Brainerd MN  
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## FASTTRAX Sprint and Endurance Series

9/29-30 Nelson Ledges Rd Course, Garretttsville, OH (4 HR)  
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## GLRRA Midwest Cycle Fest

9/23 Gratton Raceway, Gratton, MI  
 For additional info, call (616) 458-5888, FAX (616) 458-5740, [www.midwestcyclefest.com](http://www.midwestcyclefest.com).

## GPRA National Championship Final (125/250)

10/18-21 Daytona Int'l Speedway, Daytona Beach, FL \*  
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 11/25 Hawaii Raceway Park, Ewa Beach, HI  
 12/23 Hawaii Raceway Park, Ewa Beach, HI  
 For additional info, call (808) 541-1491, FAX (808) 832-2381, e-mail [HawkGTP@aol.com](mailto:HawkGTP@aol.com), [www.hrra.net](http://www.hrra.net).

## MRA Series

9/30 Pueblo Motorsports Park, Pueblo, CO  
 10/7 Second Creek Raceway, Denver, CO  
 For additional info, call (303) 530-5679, [www.mra-racing.org](http://www.mra-racing.org)

## OMRRA Series

9/21-23 Portland Int'l Raceway, Portland, OR  
 10/13-14 Portland Int'l Raceway, Portland, OR  
 For more info, call (503) 221-1487, FAX (503) 439-6279, e-mail [omrra@aol.com](mailto:omrra@aol.com), [www.omrra.com](http://www.omrra.com).

## WMRRA Series

9/30 Seattle Int'l Raceway, Kent, WA  
 For additional info, call (425) 338-4686, [www.wmrra.com](http://www.wmrra.com).

## WSMC Series

9/15-16 Willow Springs Int'l Raceway, Rosamond, CA  
 10/20-21 Willow Springs Int'l Raceway, Rosamond, CA  
 11/17-18 Willow Springs Int'l Raceway, Rosamond, CA  
 12/15-16 Willow Springs Int'l Raceway, Rosamond, CA  
 For additional info, call (661) 256-1234, FAX (661) 256-1583, e-mail [racewillow@aol.com](mailto:racewillow@aol.com), [www.race-wsmc.com](http://www.race-wsmc.com).

## CMRRA Series (50-80cc)

10/6-7 Willow Kart Track, Rosamond, CA  
 11/4 Amago Raceway, Palomar, CA

12/1-2 Willow Kart Track, Rosamond, CA

\*Includes Formula 3 125GP, RD 350/400, 500/650 Singles.  
 For additional info, call CMRRA at (909) 674-5357, e-mail [racemrta@aol.com](mailto:racemrta@aol.com), [www.racemrta.com](http://www.racemrta.com).

## AHRMA/ Progressive Suspension Historic Cup Series (Vintage)

8/25-26 Gingerman Raceway, S. Haven, MI \*  
 9/15-16 Second Creek Raceway, Denver, CO \*  
 10/6-7 Talladega Gran Prix Raceway, Talladega, AL \*  
 10/20-21 Carolina Motorsports Park, Kershaw, SC \*  
 For additional info, call AHRMA (913) 268-4401, FAX (913) 268-4400, e-mail [ahrma18@earthlink.net](mailto:ahrma18@earthlink.net), [www.ahrma.org](http://www.ahrma.org).

## AHRMA Masters of the Midwest Series (Vintage)

8/25-26 Gingerman Raceway, S. Haven, MI \*  
 For additional info, call AHRMA (913) 268-4401, FAX (913) 268-4400, e-mail [ahrma18@earthlink.net](mailto:ahrma18@earthlink.net), [www.ahrma.org](http://www.ahrma.org).

## AHRMA Dixie Cup Series (Vintage)

10/6-7 Talladega Gran Prix Raceway, Talladega, AL \*  
 10/20-21 Carolina Motorsports Park, Kershaw, SC \*  
 For additional info, call AHRMA (913) 268-4401, FAX (913) 268-4400, e-mail [ahrma18@earthlink.net](mailto:ahrma18@earthlink.net), [www.ahrma.org](http://www.ahrma.org).

## AHRMA Heroes of the Heartland Series (Vintage)

9/15-16 Second Creek Raceway, Denver, CO \*  
 \*Two complete rounds per weekend  
 For additional info, call AHRMA (913) 268-4401, FAX (913) 268-4400, e-mail [ahrma18@earthlink.net](mailto:ahrma18@earthlink.net), [www.ahrma.org](http://www.ahrma.org).

## USCRA Series (Vintage)

8/24-26 Mosport, Ontario, Canada  
 9/3 New Hampshire Int'l Speedway, Loudon, NH  
 For additional info, call (603) 226-5858, FAX (603) 225-6113, e-mail [USCRA@aol.com](mailto:USCRA@aol.com), [www.race-uscra.com](http://www.race-uscra.com).

## WERA National Vintage Series

8/18-19 Texas World Speedway, College Station, TX  
 8/18-19 Virginia Int'l Raceway, Alton, VA  
 8/25-26 Talladega Gran Prix Raceway, Talladega, AL  
 9/1-2 Nelson Ledges Road Course, Garretttsville, OH  
 9/8-9 Carolina Motorsports Park, Kershaw, SC  
 9/14-16 Texas Motor Speedway, Justin, TX \*  
 9/15-16 Roebbing Road Raceway, Faulkville, GA  
 9/22-23 Virginia Int'l Raceway, Alton, VA \*  
 10/23-28 GNF, Road Atlanta, Braselton, GA \*  
 \*Double Points  
 For additional info, call (770) 720-5010, FAX (770) 720-5015, [www.wera.com](http://www.wera.com)

## Parts Canada Superbike Championship

8/31-9/2 Shannonville Mtsprts Park, Shannonville, ON  
 For additional info, call (416) 962-7223, [www.cansuperbike.com](http://www.cansuperbike.com).

## FIM Endurance World Championship

9/15-16 24hr Bol d'Or, Magny Cours, France  
 For additional info, call FIM at 011-41-22-950-9500, FAX 011-41-22-950-9501, e-mail [fim@fim.ch](mailto:fim@fim.ch), [www.fim.ch](http://www.fim.ch).

## FIM Supersport World Championship Series

8/31-9/2 Oschersleben, Germany  
 9/7-9 Assen, Holland  
 9/21-23 TBA  
 9/28-30 Imola, Italy  
 \*To be confirmed  
 For additional info, call FIM at 011-41-22-950-9500, FAX 011-41-22-950-9501, e-mail [fim@fim.ch](mailto:fim@fim.ch), [www.fim.ch](http://www.fim.ch).

## FIM European Open Championship

9/28-30 Braga, Portugal  
 10/5-7 Cartegena, Spain  
 For more info, call 011-41-22-950-9500, FAX 011-41-22-950-9501, e-mail [fim@fim.ch](mailto:fim@fim.ch), [www.fim.ch](http://www.fim.ch).

## FIM European Superstock Championship Series

8/31-9/2 Oschersleben, Germany  
 9/7-9 Assen, Holland  
 9/21-23 TBA  
 9/28-30 Imola, Italy  
 For additional info, call FIM at 011-41-22-950-9500, FAX 011-41-22-950-9501, e-mail: [fim@fim.ch](mailto:fim@fim.ch), [www.fim.ch](http://www.fim.ch).

## FIM Sidecar World Championship Series

8/31-9/2 Oschersleben, Germany  
 9/7-9 Assen, Holland  
 9/21-23 TBA  
 9/28-30 Imola, Italy  
 For additional info, call FIM at 011-41-22-950-9500, FAX 011-41-22-950-9501, e-mail [fim@fim.ch](mailto:fim@fim.ch), [www.fim.ch](http://www.fim.ch).

## SCHOOLS AND PRACTICES

## Team Hammer Advanced Riding Schools, Track Rides, Pro Practice

8/23 Pocono Int'l Rcw, Long Pond, PA (S, R, P) (F-USA)  
 9/6 Portland Int'l Rcw, Portland, OR (S, R, P) (F-USA)  
 9/12 Willow Springs Int'l Rcw, Rosamond, CA (S, R) (AMA)

9/13 Willow Springs Int'l Rcw, Rosamond, CA (Pro Practice) (AMA)  
 10-17 Daytona Int'l Spdw, Daytona Bch, FL (S, R, P) (F-USA)  
 S=School, R=Ride, P=Practice  
 For additional info, call Team Hammer at (909) 245-6414, FAX (909) 245-6417, e-mail [school@teamhammer.com](mailto:school@teamhammer.com), [www.teamhammer.com](http://www.teamhammer.com).

## AMA/ASMA Open Practice/ Track Days

10/13 Arroyo Seco Motorsports Complex, Deming, NM  
 For additional info, call (505) 544-3440, FAX (505) 544-3444

## Ed Bary Racing School

10/5 Gateway Int'l Raceway, Fairmont City, IL  
 11/3-4 Talladega Gran Prix Raceway, Talladega, AL  
 12/1-2 Talladega Gran Prix Raceway, Talladega, AL  
 For additional info, call (770) 745-7809, FAX (770) 739-4117, [www.edbaryracing.com](http://www.edbaryracing.com).

## California Superbike School

9/24 Watkins Glen Int'l Raceway, Watkins Glen, NY  
 9/25 Watkins Glen Int'l Raceway, Watkins Glen, NY  
 9/26-27 Watkins Glen Int'l Raceway, Watkins Glen, NY  
 10/1 Virginia Int'l Raceway, Alton, VA  
 10/2 Virginia Int'l Raceway, Alton, VA  
 10/3-4 Virginia Int'l Raceway, Alton, VA  
 10/8 Texas World Speedway, College Station, TX  
 10/9 Texas World Speedway, College Station, TX  
 10/27-28 Streets of Willow, Rosamond, CA  
 11/3 Streets of Willow, Rosamond, CA  
 11/4 Streets of Willow, Rosamond, CA  
 11/TBA Laguna Seca, Monterey, CA  
 For additional info, call (818) 841-7661, FAX (818) 841-7019, [www.superbikeschool.com](http://www.superbikeschool.com).

## Keith Code's R.A.C.E. School

10/29-30 Streets of Willow Springs, Rosamond, CA  
 11/28-29 Streets of Willow Springs, Rosamond, CA  
 For additional info, call (818) 841-7661, FAX (818) 841-7019, [www.superbikeschool.com](http://www.superbikeschool.com).

## CLASS Motorcycle Schools

9/17 Streets of Willow, Rosamond, CA  
 10/15-16 Sears Point Raceway, Sonoma, CA  
 10/16 Sears Point Raceway, Sonoma, CA  
 10/25 Streets of Willow, Rosamond, CA  
 10/26 Streets of Willow, Rosamond, CA  
 11/1 Streets of Willow, Rosamond, CA  
 11/2 Streets of Willow, Rosamond, CA  
 For additional info, call (805) 933-9936, FAX (805) 933-9987, website: [www.classrides.com](http://www.classrides.com).

## Cornerspeed Racing School

9/21 Virginia Int'l Raceway, Alton, VA (N)  
 9/24 Virginia Int'l Raceway, Alton, VA (F)  
 9/26 Virginia Int'l Raceway, Alton, VA (N)  
 9/27 Virginia Int'l Raceway, Alton, VA (S)  
 9/28 Virginia Int'l Raceway, Alton, VA (S)  
 For additional info, call (704) 332-3147, FAX (704) 332-3140, email [1fastguy@mindspring.com](mailto:1fastguy@mindspring.com), [www.cornerspeed.net](http://www.cornerspeed.net).

## Club PCS Open Track Days

9/22-23 Virginia Int'l Raceway (South course), Alton, VA  
 10/29-30 Moroso Motorsports Park, W. Palm Beach, FL  
 11/17-18 Virginia Int'l Raceway (North course), Alton, VA  
 11/24-25 Carolina Motorsports Park, Kershaw, SC  
 For additional info, call (904) 451-9493, FAX (904) 253-3578, e-mail [caldduc@pcsdlaytona.com](mailto:caldduc@pcsdlaytona.com), [www.pcslaytona.com/clubpcs.htm](http://www.pcslaytona.com/clubpcs.htm).

## dP Safety School

9/24 Laguna Seca Raceway, Monterey, CA  
 10/1 Thunderhill Raceway, Willows, CA  
 10/15 Buttonwillow Raceway, Buttonwillow, CA  
 11/13 Sears Point Raceway, Sonoma, CA  
 11/19 Laguna Seca Raceway, Monterey, CA  
 For additional info, call (805) 772-8301, FAX (805) 772-5929.

## Fastrack Riders Track Days

10/19 Willow Springs Int. Raceway, Rosamond, CA  
 11/16 Streets of Willow, Rosamond, CA  
 11/30 Willow Springs Int. Raceway, Rosamond, CA  
 12/14 Willow Springs Int. Raceway, Rosamond, CA  
 For additional info, call (562) 699-2305.

## FASTTRAX Advanced Street Riding School

9/28 Nelson Ledges Road Course, Garretttsville, OH  
 For additional info, call Bob Stanley (330) 494-8410, FAX (330) 494-8398, email [rstanley@neo.rr.com](mailto:rstanley@neo.rr.com), [www.fastone.com](http://www.fastone.com).

## FASTTRAX Racing School &amp; Open Practice

9/29 Nelson Ledges Road Course, Garretttsville, OH  
 For additional info, call Bob Stanley (330) 494-8410, FAX (330) 494-8398, email [rstanley@neo.rr.com](mailto:rstanley@neo.rr.com), [www.fastone.com](http://www.fastone.com).

## HRRRA Track Days

10/14 Hawaii Raceway Park, Ewa Beach, HI  
 11/11 Hawaii Raceway Park, Ewa Beach, HI  
 12/16 Hawaii Raceway Park, Ewa Beach, HI



For additional info, call (808) 541-1491, FAX (808) 832-2381, e-mail HawkGTP@aol.com, www.hrra.net

#### Hyperclub Open Track Days

10/29 Willow Springs Int'l Raceway, Rosamond, CA  
11/29 The Streets of Willow, Rosamond, CA  
12/10 The Streets of Willow, Rosamond, CA  
For additional info, call (818) 988-8860, FAX (818) 988-8834, e-mail hypercycle@1stconnect.com www.hyperclub.la

#### Learning Curves Roadrace School

9/15 Gateway Int'l Raceway, Madison, IL  
9/22 Rausch Creek Motorsports Park, Valley View, PA  
10/6 Gateway Int'l Raceway, Madison, IL  
10/6 Virginia Int'l Raceway, Alton, VA  
11/3 Carolina Motorsports Park, Kershaw, SC  
\*Sport/Street Track Day (No License Required)  
\*\*Advanced Racing Clinic (Licensed Racers Only)  
\*\*\*Buell Rider Adventure Group (No License Required)  
For additional info, call (414) 327-0140, www.learningcurves.com

#### MARRC Roadracing School

10/13 Summit Point Raceway, Summit Point, WV  
For additional info, call Karen or Scooter Ball (301) 937-4834, or Brian Summers (703) 222-6655 (no calls after 10:00 p.m. ET, e-mail racrbri@erols.com, www.marrc.org.

#### Motospeed Racing Track Days

10/12 Pocono Int'l Raceway (East Course), Long Pond, PA  
For additional info, call Motospeed Racing (718) 779-0300.

#### Northeast Sportbike Association (NESBA) Track Days

9/16 Virginia Int'l Raceway (North course), Alton, VA  
9/21 Summit Point Raceway, Summit Point, WV  
9/22-23 Blackhawk Farms, S. Beloit, IL  
9/29-30 Virginia Int'l Raceway (South course), Alton, VA  
10/5-7 Virginia Int'l Raceway (North course), Alton, VA  
10/6-7 Pocono Int'l Raceway (East course), Long Pond, PA  
10/20-21 Putnam Park Road Course, Mt. Meridian, IN  
11/3 Summit Point Raceway (Jefferson Circ.), Summit Point, WV  
11/3-4 Gateway Int'l Raceway, Madison, IL  
11/17-18 Carolina Motorsports Park, Kershaw, SC  
For more info, call/ FAX (877) AT-NESBA, www.nesba.com.

#### OMRRA Race School

9/21 Portland Int'l Raceway, Portland, OR  
For more info, call (503) 221-1487, FAX (503) 439-6279, e-mail omrara@aol.com, www.omrara.com.

#### Pacific Super Sport Riders, Track Days and Rider Safety Schools

9/20 Portland Int'l Raceway, Portland, OR  
10/12 Portland Int'l Raceway, Portland, OR  
For additional info, call (503) 614-1965, FAX (503) 439-6279, www.pssrtrack.com

#### Pahrump Track Days

10/25 Spring Mountain Motorsports Park, Pahrump, NV  
11/TBA Spring Mountain Motorsports Park, Pahrump, NV  
12/6 Spring Mountain Motorsports Park, Pahrump, NV  
For additional info, call Del Brown at (801) 392-4019, e-mail delbrown@uswest.net.

#### Penguin Racing School

9/26 New Hampshire Int'l Speedway, Loudon, NH\*\*  
9/28 New Hampshire Int'l Speedway, Loudon, NH  
12/3 North Florida Motorsports Park, Jennings, FL  
12/7 Homestead Motorsports Complex, Homestead, FL  
\*\* Street Rider Track Day  
For additional info, call (508) 339-4673, FAX (508) 339-5760.

#### Kevin Schwantz Suzuki School

10/23 Road Atlanta, Braselton, GA  
10/29 Road Atlanta, Braselton, GA  
For additional info, call (800) 849-RACE, www.schwantzschool.com.

#### STAR Motorcycle School

9/22-23 Carolina Motorsports Park, Kershaw, SC  
10/4-5 Motorsport Ranch, Cresson, TX  
10/15-16 Thunderhill Park, Willows, CA  
10/22-23 Buttonwillow Raceway, Buttonwillow, CA  
For additional info, call (805) 658-6333, www.starmotorcycle.com.

#### Summit Point Practice Days

10/3 Summit Point Raceway, Summit Point, WV  
For additional info, call Roger Lyle (301) 933-2599, e-mail Rogerlyle@erols.com, www.marrc.org.

#### Team Pro-Motion School And Track Days

9/15 Pocono Int'l Raceway (East Course), Long Pond, PA  
9/20 Rausch Creek Raceway (CCS School), Valley View, PA  
9/22-23 Virginia Int'l Raceway (South Course), Alton, VA  
10/13 Pocono Int'l Raceway (North Course), Long Pond, PA  
10/14 Pocono Int'l Raceway (East Course), Long Pond, PA  
10/20-21 Rausch Creek Raceway, Valley View, PA  
11/4 Summit Point Raceway (Jefferson Circuit), Summit Point, WV  
11/5 Summit Point Raceway, Summit Point, WV  
11/17-18 Virginia Int'l Raceway (North Course), Alton, VA  
For additional info, call (215) 675-5080, www.teampromotion.com.

#### TEAM Arizona TrackTime

11/19 Phoenix Int'l Raceway, Avondale, AZ  
12/17 Phoenix Int'l Raceway, Avondale, AZ  
For additional info, call (480) 998-9888, e-mail: info@motorcycletraining.com, www.motorcycletraining.com.

#### WSMC New Racer School

10/20 Willow Springs Int'l Raceway, Rosamond, CA  
11/17 Willow Springs Int'l Raceway, Rosamond, CA  
12/15 Willow Springs Int'l Raceway, Rosamond, CA  
For additional info, call (661) 256-1234, FAX (661) 256-1583, e-mail racewillow@aol.com, www.race-wsmc.com

#### Advantage Racing School (Dirt Track Training)

10/6 Club Moto, Livermore, CA  
10/20 Ken Maely's Ranch, Corona, CA  
For additional info, call (408) 374-4298, FAX (408) 374-4297, e-mail advantageracing@yahoo.com, www.xr100.com/advantage.html.

#### American Supercamp (Dirt Track Training)

9/21-22 Spokane, WA  
9/23-24 Spokane, WA  
10/5-6 Santa Rosa, CA  
10/7-8 Santa Rosa, CA  
10/19-20 Colton, CA  
10/21-22 Colton, CA  
11/2-3 Harrington, DE  
11/4-5 Harrington, DE  
11/9-10 Talladega, AL  
11/11-12 Talladega, AL  
For additional info, call (970) 669-4322, FAX (970) 669-6102, www.americansupercamp.com.

#### RACING ON TV

##### Speedvision

9/16 AMA Superbike, Rosamond, CA 5:00p.m. (Live)  
9/18 AMA Formula Xtreme, Rosamond, CA 8:00p.m. (TD)  
9/18 AMA 600 Supersport, Rosamond, CA 9:00p.m. (TD)  
9/18 AMA 750 Supersport, Rosamond, CA 9:00p.m. (TD)  
9/12 World Superbike, Race 1, Location TBA 8:00p.m. (SDD)  
9/23 500cc GP Valencia, Spain 9:00p.m. (SDD)  
9/23 250cc GP Valencia, Spain 10:00p.m. (SDD)  
9/25 World Superbike, Race 2, Location TBA 8:00p.m. (TD)  
9/30 AMA Superbike, Alton, VA 3:00p.m. (Live)  
9/30 World Superbike, Race 1, Imola, Italy 8:00p.m. (SDD)  
10/2 World Superbike, Race 2, Imola, Italy 8:00p.m. (TD)  
10/2 AMA 600 Supersport, Alton, VA 9:00p.m. (TD)  
10/2 AMA 750 Supersport, Alton, VA 9:00p.m. (TD)  
10/7 500cc GP Rio, Brazil 9:00p.m. (TD)  
10/7 250cc GP Rio, Brazil 10:00p.m. (SDD)  
10/20 AMA Formula Xtreme, Alton, VA 8:00p.m. (TD)  
10/21 500cc GP Motegi, Japan 9:00p.m. (SDD)  
10/21 250cc GP Motegi, Japan 10:00p.m. (TD)  
10/28 500cc GP Phillip Island, Australia 9:00p.m. (SDD)  
10/28 250cc GP Phillip Island, Australia 10:00p.m. (SDD)  
11/4 500cc GP Sepang, Malaysia 9:00p.m. (SDD)  
11/4 250cc GP Sepang, Malaysia 10:00p.m. (SDD)  
11/30 World Superbike Venues, Year in Racing 8:00p.m. (TD)  
12/4 AMA Superbike Venues, Year in Racing 8:00p.m. (TD)  
12/11 500cc GP Venues, Year in Racing 8:00p.m. (TD)  
(SDD) = Same Day Delayed; (TD) = Tape Delayed.  
(All times Eastern)

#### 2002 EVENTS, TENTATIVE

##### FIM World Championship GP Series

4/5-7 Suzuka, Japan  
4/19-21 Welkom, South Africa  
5/3-5 Jerez, Spain  
5/17-19 Le Mans, France  
5/31-6/2 Mugello, Italy  
6/14-16 Catalunya, Spain  
6/27-29 Assen, Holland  
7/5-7 Donington Park, England  
7/19-21 Sachsenring, Germany  
8/23-25 Brno, Czech Republic  
9/6-8 Estoril, Portugal  
9/20-22 Valencia, Spain  
10/4-6 Motegi, Japan  
10/11-13 Sepang, Malaysia  
10/18-20 Phillip Island, Australia  
10/31-1/2 Rio, Brazil  
For additional info, call FIM at 011-41-22-950-9500, FAX 011-41-22-950-9501, e-mail fim@fim.ch, www.fim.ch.

##### FIM Superbike World Championship Series

3/8-10 Valencia, Spain  
3/22-24 Phillip Island, Australia  
4/5-7 Kyalami, South Africa  
4/19-21 Sugo, Japan  
5/10-12 Monza, Italy  
5/24-26 Silverstone, England  
6/7-9 Lausitzring, Germany  
6/28-30 Misano, San Marino  
7/12-14 Laguna Seca, Monterey, California, USA  
7/26-28 Brands Hatch, England  
8/30-9/1 Oschersleben, Germany  
9/6-8 Assen, Holland  
9/27-29 Imola, Italy  
10/TBA TBC, France  
For additional info, call FIM at 011-41-22-950-9500, FAX 011-41-22-950-9501, e-mail fim@fim.ch, www.fim.ch.

#### Warning!

Event dates and locations are subject to change by promoters and sanctioning bodies. Before you set out on a cross-country trek, verify the event date and location. That's why we list phone numbers for additional info.

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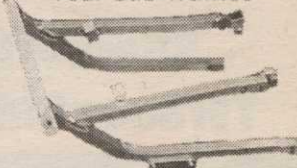
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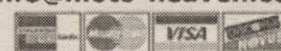
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## Letters

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problem has closed your ears. This process of steering a motorcycle—when traction is constant—is fairly simple.

A motorcycle navigates a turn like any other wheeled vehicle. It follows the front wheel. The problem with two-wheeled vehicles is that they tip over when you steer them in the direction you want to go. Vehicles with more wheels have, under normal conditions, enough distribution of their mass to keep from tipping or worse, flipping in a turn. A two-wheeler needs to create this distribution of mass or leverage on its own in each turn. The rider achieves this by leaning the bike and thereby using its mass and that of the rider to offset the bike's tendency to go straight.

A motorcycle actually falls around a turn. Not dissimilar to how a satellite falls "around" in orbit of earth.

Countersteering only functions in controlling a motorcycle—with constant traction—in initiating a turn. It functions just as body movement does—that is, it puts mass inboard of the turn so that you can drive under it. Mr. Code points out that countersteering makes the vehicle respond more quickly than body movements do, and this is true, yet, the role of countersteering in the physics is the same as that of body movement.

When a bike is countersteered, it initiates a fall. By steering right, you fall left because the motorcycle's center of gravity is no longer supported by the bike's structure. The bike has literally driven out from under its center of gravity. This fall then allows the motorcycle to be steered in the direction of the fall and the rider balances this fall by steering under it and catching the bike's mass with the traction of the tires. Steer the bars or wheel of a car and the structure of the vehicle will follow. Its mass, however, has inertia to resist. Basically turn the bars and the bike drives away for its center of mass and begins to fall. This happens quickly. Pull right, the bike falls to the left. Then this countersteering function is complete. Then you must pull left to go left or you will fall over. Once the "fall" or turn is begun, a rider steers the bike under its falling mass and balances this fall by steering under it.

Imagine a different kind of test bike. Take a bike and build 5-foot outriggers to each side so no leaning is possible. Put on the end of each rig something like a computer mouse so no traction or direction is imparted to the vehicle. A steel ball so the bike stays up right and the bike still has, in effect, two wheels—two wheels with traction, that is. This bike will steer like every other bike and wheeled vehicle and I hope helps you see clearly that countersteering is not steering. It is a way of quickly changing the balanced and upright motorcycle's mass center so then the bike can be steered.

In your test, you fell because you could not steer under and "catch" the falling mass of the motorcycle. Bodysteering does not mean don't use the handlebars. It means initiating the turn with body mass not bike mass (countersteering). One still steers the wheel in the direction you want to go. It is, of course, this delicate balance of lean angle, steering angle, and inertia that makes great riders more poets than scientists.

Mr. Ulrich, I read your every issue. Thank you for this fine magazine and often excellent advice. I've been a rider, mechanic, and racer for 30 years and am currently the proud rider of Frank Giannini's brilliant Aermacchi and Ducatis in AHRMA and WERA Vintage Series.

In all respect to good racing.

Christian Kelleher  
Washington, DC

What, a rider has to be famous to know how a motorcycle steers? Okay, former 500cc World Champions Wayne Rainey and Kevin Schwantz agree with me, and with Code: A turn—as in, getting into and out of the chicane at Daytona at speed—on a motor-

cycle is initiated by countersteering, period. Beyond that, no action by the rider is required to "recover" from countersteering—the steering returns to center and the bike seeks to return to upright on its own, due to the gyro action of the spinning wheels....John Ulrich, Editor.

## Ticketmaster Extra Charges Negate Advanced Purchase Savings

Attached is a copy of a letter I wrote to SFX Entertainment via e-mail regarding tickets to the upcoming F-USA weekend at Pocono. As you'll see from the letter, I attempted to purchase advance tickets for the weekend, but was shocked at the outrageous fees Ticketmaster adds to each purchase. It's actually more expensive to buy tickets from Ticketmaster than at the gate even though the F-USA website states I'll save \$10. I used to be able to buy tickets in advance at local motorcycle dealerships for face value. I asked if there was any other way to buy tickets, but as of today there has been no response from SFX. I feel it's unfair to have to pay these ridiculous Ticketmaster fees. I would rather pay the extra money at the gate given the choice. I think other racers and fans would feel the same way, which is why I'm sending this to you.

Mark V. Dolente  
Clifton Heights, Pennsylvania

## Dolente's Letter To Clear Channel/SFX Entertainment

I was on the F-USA website today looking for ticket information on the Pocono weekend and I noticed that I now have to buy tickets through Ticketmaster if I want them in advance. The price as quoted on the F-USA website is \$35 in advance and \$45 at the gate. So I followed the link to their website and made my selection. When I was about to complete the order, I noticed that Ticketmaster adds a \$7.20 "Convenience Charge" per ticket. Then they add a \$3.50 "Handling Charge" to the total order. This brings the price of one ticket to \$45.70. It's actually cheaper if I wait and buy the tickets at the gate! It is utterly ridiculous and extremely unfair to have to pay these charges if I want tickets in advance. Your website claims that I would save \$10 with advance purchase. Where are the savings? It's actually more expensive!

I'm sure that other racers and their families and friends would feel the same way about the Ticketmaster charges.

Is there any other way to purchase tickets in advance without having to deal with Ticketmaster?

Mark V. Dolente  
Clifton Heights, Pennsylvania

## Good Experience With HMF

I just wanted to let you know about an exhaust company in Cleveland, Ohio, HMF Engineering. I was riding from Pittsburgh home to Cleveland, and got about a mile away from home when I noticed my exhaust note was getting louder. The internal perforated baffle had cracked in two and the shell sleeve slid away from the nosecone. It's an aftermarket exhaust system made by Luftmeister mounted on a 1987 BMW K100LT. The exhaust had about 28,000 miles on it. I couldn't just bolt the stock muffler back on because the aftermarket system uses a 4-2-1 collector, where the stock system uses four individual pipes that go into the muffler itself.

I probably spent two hours on the phone calling bike shops and bike bone-yards hoping to find a muffler that would work. Literally the last place I called said they couldn't help me but knew a place that could. He said it was a small upstart exhaust manufacturer right in my neighborhood. The company was HMF Engineering, about 10 miles from my house. I spoke with Hans Zuenger, the "H" in HMF and President. I told him my predicament and he said to bring the muffler down and he'd see what he could do. I got there about 2:30. From the outside the building didn't look like

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much, just some lettering on the door. I stepped inside and there was loud rock-and-roll playing, a drag-race car on a lift and about six bikes in a separate shop area to the left. I thought, I love this place already.

Hans stepped out from the back of the shop and met me up front. Poor guy was wearing a motocross boot over his broken foot he had gotten from racing a 125cc road racer at Mid-Ohio the previous weekend. The shop had pipes, mufflers, and fixtures for fabricating different systems all over the place. There were shells in all different styles, carbon-fiber, stainless steel, and aluminum. Hans said he could fix my old muffler or build me a new one. I had to be back in Pittsburgh the next day and the bike was my only transportation. Hans said come back in an hour and he'd have one ready.

One hour, a custom-made muffler, with my choice of canister type and color. I picked out the brushed aluminum can and hoped for the best. Hans said he did R&D for Supertrapp, also located in Cleveland, for a couple of years. He figures this seemed simple enough, I could do this.

I came back about an-hour-and-a-half later and the muffler was done. A mount bracket had been TIG-welded to the stainless steel inlet, just like my old muffler. The HMF was about 2-3 pounds lighter than the broken one and about 5-6 pounds lighter than the stocker. He hadn't put an HMF emblem on the muffler, because some people don't like them. I said put one on.

So, \$150 and 30 minutes later it was bolted on. A band clamp holds it to the collector, and a 5/16-inch bolt to the hanger. At first it sounded raspier but quieter. As I was heading back to Pittsburgh the packing was loosening up and the exhaust note was getting louder. Definitely raspier, more sportbike-like than sport-tourer. Throttle response seems better at higher rpm with an exhaust note that gets better by the day. Without any dyno testing to compare the exhaust systems I can't say what the numbers are. As for jetting goes my K100 uses closed-loop fuel injection, which mean no oxygen sensor to monitor and adjust the air/fuel mixture. The spark plugs are light gray and the muffler is slightly sooty. To sum things up, give HMF a try (216-631-6980, hmfengineering.com), the service and product are great, but time will tell about durability.

Bob Adornetto  
Baden, Pennsylvania

### On Racing The Buell XB9R

I have read *Roadracing World* for a number of years and I appreciate the fact that you folks cover all types of bikes in your Inside Info column. It's good to know what is happening with all of the manufacturers. However, I have to take some exception to the September issue's line of articles.

I found your magazine in my mailbox today, like clockwork. You guys are the best at delivering timely, accurate, detailed news of the world of motorcycle racing and much more. The cover had the headline: "If Erik Buell gets his way, it will race in AMA 600cc Supersport: Buell's new 984cc, 385-Pound 52-Inch-Wheelbase Firebolt XB9R."

continued on page 94

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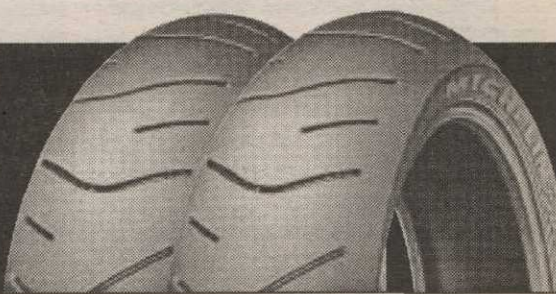
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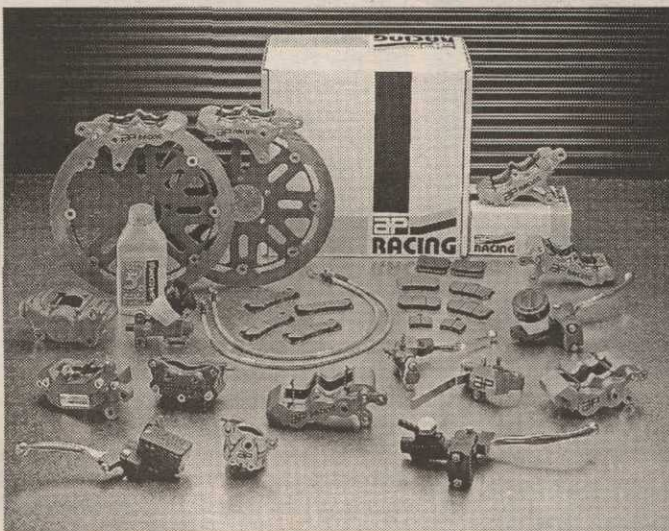
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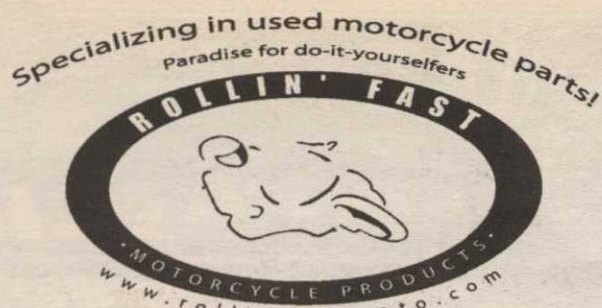
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## Letters

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At first I did a double take. "Why would a 1000-class machine be racing 600s," I said to myself. So I opened up the magazine and began to read. On page four is a beautifully-designed bike that looks like it is well thought-out. Gas tank in the frame, oil sump in the swingarm, low center of gravity. It really is beautiful to look at and seems to be well engineered. Then we get to the meat of the situation. The bike has, wow, an "air-cooled 984cc two-valves-per-cylinder, push-rod, four-stroke 45-degree V-Twin engine."

Now I'm not purposely knocking the engine design for the bike, but what we have here is classic "Hardly Advanced" engineering. However, that's not what I'm really picking at. What really gets me is further on. Erik says on Page 6, about the possibility of Pro Thunder going away: "We'll make sure our customers have a place to race it." What, against 600s? Watch out what you wish for Erik, there's a few R6s, F4s, and GSX-Rs that may hand your bike's ass back to you. Unless of course you have your buddies at the AMA add a ton of weight to them so your bike can keep up.

Now, two things I'd like to point out. The Pro Thunder class started out as an arena for Buell to showcase their bikes. Fair enough. Then they didn't want to seem like they couldn't compete with other brands, so they let 750cc four-valve bikes into the mix.

Bad decision: Ducati 748s ate them for lunch. So then they had the AMA increase the weight restrictions and limit the capacity of the engine on the Ducatis so Buells would have a better chance of winning. Too bad that it had the same results. Erik, if you wanna go racing, be real, build a bike that competes. Don't go looking for the AMA to give you something you can't win on your own.

Which brings me to the second point. Right after the Buell article are the release details of the V-Rod. Finally Hardly had their act together and has put together a water-cooled, four-valve engine that puts out some horsepower; 115 of them in fact. Bravo! All I can say is Erik, wake up, there's your motor. If you shoe-horn that into that beautiful chassis you designed, you might have a real bike.

I also thought it was a tad ironic that on page 13 is what you ought to really be setting your sights on, your old racing mentor. Rather than trying to create an AMA racing class in which your bikes can win, build a bike that can beat the boys on page 13. Honda sure did a good job with the RC51. I am also sure Ducati would love to have at what you can bring on. And I truly believe with your engineering capability, you could make something good happen.

But I guess that is the most ironic thing. The V-Rod motor is based on the VR1000, and we all know where that has gotten Hardly. Well, I guess it's back to the drawing board. Maybe it's time Hardly let Erik pick up the pencil.

This letter is not meant to be spiteful, Erik, but if you want to play with the big boys, bring a real toy.

Let the flames begin.

Douglas J. Young  
Albuquerque, New Mexico

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## CCS Moroso

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Bibeau (Yam YZF-R6); 4. George Brady (Yam YZF-R6); 5. Santiago Acosta (Yam YZF-R6); 6. Joseph Williams (Yam YZF-R6).

**LIGHTWEIGHT SUPERBIKE EXPERT:** 1. Dwight Lewis (Hon NT650); 2. Tim Hall (Suz SV650); 3. Keith Gallas (Suz SV650); 4. Francisco Gomez (Suz SV650); 5. Gerry Hasher (Suz SV650); 6. CJ Czaia (Suz SV650).

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**LIGHTWEIGHT VINTAGE:** 1. Anastasios Zarvacas (Hon 350); 2. Richard Herrington (Hon 498); 3. Stuart Bazerman (Hon 400).



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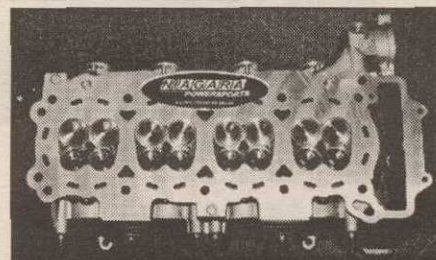
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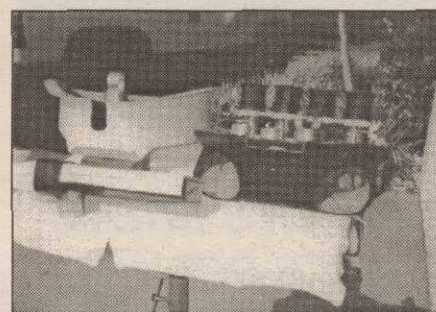
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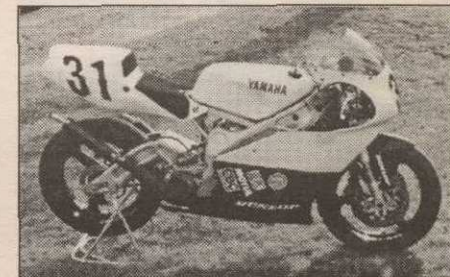
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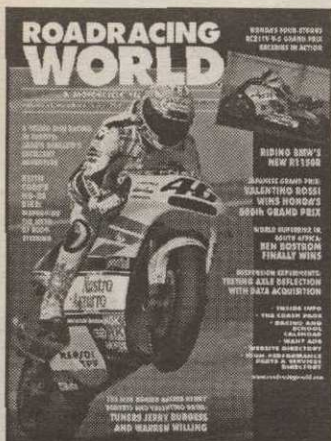
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**1992 Honda RS250.** Excellent shape, tons of spares including wheels, cylinders, gearing, etc. \$4000 OBO. Must sell, may sell parts separate. (636) 405-2466. (MO)

**1998 Ducati 748.** Yellow with 10,000 miles. Ferracci Pipes, clip-ons, chip, 207's, CF front fender and many extras. Will consider trade for race ready SV650. Phil (301) 806-1616. (MD)

**Beautiful 1999 GSXR600.** Full Yosh titanium pipe, Yosh rearsets, LE suspension, Yosh jet kit, Galfer brakes and brake lines. Custom painted by Vornhagen. Full Sharkskinz, NRC cases, WP Steering damper, 44-50th gearing, Dunlop GP 208. New \$100 chain never dropped. Bike is absolutely beautiful. \$5500. MLAN ERACIN@AOL.COM (707) 552-9220. (CA)

**1999 GSXR600.** Race ready, excellent condition. Many extras. \$4700. Call for details, or leave message, ask for Bob. (847) 782-9349. (IL)

**1998 ZX6R.** Low miles, Penske, Traxxon Dynamics front, Woodcraft, Sharkskinz (two sets), custom paint, many other spares. 104hp. \$3800. spanky449@hotmail.com. (302) 377-4130. (DE)

**1999-2001 R1, R6 Yamaha race take offs.** Wheels, \$400; with rotors, \$450. Forks and lower triple, \$430. Carbs, \$150; with airbox, \$185. Radiator and shock, \$80. Calipers, \$95 set. 2000-2001 (R6) wheels, \$400, with rotors, \$450. Forks with triple clamps, \$420. Subframe, \$175. Radiator and fan, \$160. Rear shock, \$80. Carbs, \$100, with airbox, \$140. stationpla@aol.com or (323) 791-2327. (CA)

**1999 Team Green ZX6R.** Built and raced by Eric Wood. Penske shock, Airtech, Woodcraft clip-ons and rearsets, Computrack chassis, Kit blackbox, MJN carbs, and more. Comes with spare wheels with rains, and two motors. \$5900. Call Joe at (781) 405-3342. (MA)

**1998 Kawasaki Muzzy-built ZX-9R.** Green, 3500 miles, titanium exhaust, cam, Ohlins shock, bore kit, Dunlop GP Star, 13,200 Rev box, etc. Amazing power, gear also available, \$12,000. rziegler@home.com. (949) 718-9575. (CA)

**1998 ZX6R Stock Rear Shock \$250.** 1990 ZX7R Fox rear shock \$300. Street & Competition side mount steering damper, recently re-serviced, \$80. All prices negotiable, including shipping. (808) 676-4361. (HI)

**1996 GSXR750.** Yosh big bore kit, 814cc, 41mm Keihin carb, custom air box, Attack triple clamps, rearsets, linkage, Ohlins rear shock, Race Tech forks, Yosh titanium up-pipe, Marchesini wheels, black anodized frame, swingarm, GMD Computrack prep, custom paint body work. Street legal, never raced. Weekend bike, fun to ride. Much more. (562) 944-2249. (CA)

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continued on page 100

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**Honda F3 Race Multi-tech Plastics.** AMA/CCS legal, has belly pan. All good shape. Tank included. Mint condition, all for \$450. F3 rear/front rims, \$300. Call (321) 631-7101. (FL)

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**2000 KTM 640 Duke.** BBS wheels, Brembo brakes, 1240 miles, perfect condition. \$6495 OBO. Brian at (765) 649-1904. (IN)

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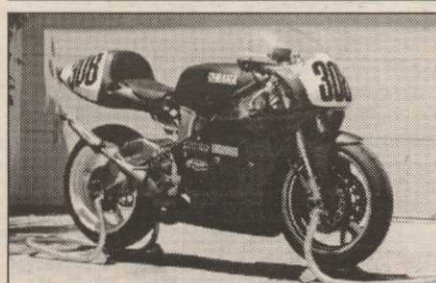
**1992 ZX7R.** Front wheel, rear wheel with cush and disc, fuel tank, upper fairing with screen, lower fairing, fairing brackets, Indigo rearsets. Excellent condition. (Less than ten miles). (661) 725-7727. (CA)

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**1995 900RR Superbike 945.** RES, 145hp motor, Carillo flatslides, Erion head and cams, etc., Race Tech, Ohlins, PM wheels, D&D. Many race spares, \$6000. E-mail: teambearsouth@yahoo.com. (817) 337-0421. (TX)

**1995 ZX6R.** Fox rear, 520, spare bodywork, tons of spares, \$3500 OBO. Need to sell fast, ask for Will. (303) 919-4915. (CO)

**1995 Ducati 916.** Forza pipes, fiberglass gas tank, black wheels, bought new, low use, not a street bike. First \$5000 takes it home. (309) 738-0011 or (309) 796-3101. (IL)



**1991 TZ250.** Very nice condition, new paint, two races on new top end. 200 miles on crank, Brembo rotors, lots of aluminum and titanium fasteners, jetting. Spares: two cylinders, two heads, two pistons, complete gearing front rear, internal, both stands, bars, pegs, brackets, gold chain, gaskets, brake pads. \$4000. Can ship anywhere in U.S. E-mail for pics: sandralpaul@msn.com. Waldo. Home (303) 939-9205, work (303) 579-6183. (CO)

**1997 TZ250.** Three to choose from. Two with Y.E.C. ramair. One with Spot.FRP ramair. All have complete spares kit including cylinders, crank, gearbox, gearing and more. \$8500 each. Snarlspart.com. (415) 666-0130. (CA)

**1999 TZ250.** Almost new, one track day. Factory spares in Yamaha box. All new. Very clean, call for details. \$10,500. Snarlspart.com. (415) 666-0130. (CA)

**1994 and 1995 TZ250s.** 1996 upgrades, both bikes with big spares kits: including cylinders, cranks, gearbox and more. \$5000 and \$6000. 1996 Honda RS250, tons of spares, call and ask; \$7500. Snarlspart.com. (415) 666-0130. (CA)

**RD400 Vintage racer.** Fresh Spec 2 engine, pipes, porting, crank, rearsets, clip-ons, autometer, tach, WERA and AHRMA legal. Many spares. \$1500 OBO. (510) 967-4453. (CA)

**Yamaha R6 Frame and Swingarm.** Clean title 1999. \$500 or best. Also Graves reverse shift adapter for all R6's, brand new with gasket. \$100 or best. j960b@yahoo.com. (402) 770-6572. (NE)

**Parting out three 1999 GSXR600s.** Clean frames with titles, motors. I have everything. Getting out of racing. (810) 949-8469, pager (810) 380-0425. (MI)

**1999 Aprilia RS250.** Sharkskin, CFM rearsets, Arrow carbon pipes, Vortex sprockets and clip-ons, Renthal grips, extra new tire, sprockets, thick manual. Mint. \$6500. jbankston@bapblaw.com. (904) 246-9994. (FL)

**1999 Ducati 900 Super Sport.** Yellow, stock with 1900 miles, never raced. In excellent condition, \$7500 or best offer. (717) 352-8513. (PA)



**Endurance Karting.** Arrive and Drive. No experience necessary. 270cc karts. Everything provided. Only \$295-\$325 driver. Schedule: Connecticut: Six hour October 13th. Atlanta: Eight hour October 27th. North Carolina Lowe's Motor Speedway: Six hour November 17th. Florida, Jacksonville: Eight hour November 3rd and December 15th. West Palm Beach December 9th. Professional racing school offered at all events. E-mail: EnduranceKarting@mediaone.net. www.EnduranceKarting.com. Call (978) 969-1911. (MA)

**1994 Suzuki RG250.** Low miles, excellent condition. Fresh top end, chain, sprockets, tires, and Arrow pipes. \$6500 OBO. Blaine day (859) 272-8656, night (859) 271-6949. (KY)

**1998 Highpoint HP20 Trailer.** Excellent condition, garage kept, loaded. \$8500 new, \$6500 OBO. Blaine day (859) 272-8656, night (859) 271-6949. (KY)

**1999-2000 Yamaha R6 full race exhaust system.** Leo Vinci. \$450. (813) 376-6824. (FL)

**Body Work for 1986-1987 VFR700/750.** Street nose or race nose, lowers, one piece tail section, fiberglass or carbon gas tanks, wheel spacer kits for F2/F3 wheels, swingarm bracing. Call for information. (740) 474-9256. (OH)

**R6 Parts:** Penske shock, Scotts rotary damper, Sharkskin bodywork, Attack triple clamps and reverse shift linkage, D&D carbon exhaust, Dale Walker shifter, CMF rearsets, Graves clip-ons, sprockets. Call day or eve. RKellyatSFS@aol.com. (518) 573-2872. (NY)

**1998/1999 Aprilia RS250 Cup Challenge Bike.** Top five qualifier Laguna Seca. Race Tech suspension front/rear, rearsets, TZ bars, list upon request. Real clean. Never crashed, must sell, \$6500. billy\_dalu@yahoo.com. (818) 990-5058. (323) 578-8180. (CA)

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**1998 RS125.** Completely rebuilt motor. Front forks and rear shock rebuilt by GMD Computrack. A-kit carbon body work. Lots of spares. Race Ready. \$6500. E-mail Duc156@AOL.com or (603) 566-5072. (NH)

**1930s Supercharged D.K.W. Road Racer.** Three cylinders, water cooler, completely rebuilt. One of the famous racing "deeks." Discovered in 1967 in Rhodesia, Africa. \$30,000 John. 217-69th Street Kenosha, Wisconsin, 53143. (WI)

**For Sale:** 2001 GSXR600. Black and yellow body plastic. Minor scrapes. Damage due to bike falling over while being transported in trailer. Call Donna at (413) 499-3120, ext 4. (MA)

**1996 GSXR750.** Hindle, Fox, Race tech, 520 conversion. Lots of spares, plus all street stuff, \$6000. (925) 261-0107. (CA)

**1997 Ducati 916SPS.** FBF 1026 engine kit, 154 rwhp. Magnesium swingarm, wheels. Carbon upper, head light bucket front fender plate holder. Light weight fly wheel, slipper clutch, Brembo full floaters. 500 miles since engine rebuild. Have most stock parts. \$27,996. Ktuell@mindspring.com (919) 932-5570. (NC)

**1998-1999 Yamaha R1.** Full Yoshimura titanium system with carbon high mount can. Ceramic coated black. Brand new. \$900. Ktuell@mindspring.com (919) 932-5570. (NC)

**1998 RS125.** Fresh motor, good spares, cylinder, two sets of bodywork. Gearing, jetting, pistons, rings. Proven winner. Tracy (303) 918-5812. (CO)

was still there. They were concerned since Kevin had left them quite a while before. They notified a park ranger. The park ranger searched for Kevin and found him lying next to his bike in the middle of the desert. Kevin was unconscious and non-responsive." According to a spokesperson for Scripps Memorial Hospital in La Jolla, California, Murray was admitted in a comatose state with a large contusion (bruise) on the left part of his forehead. Murray came out of the coma Wednesday, August 15 and was transferred from Intensive Care to a Neuro-Care unit where he was listed in Good Condition. At presstime, Murray remained hospitalized and was undergoing therapy. In the meantime, Murray's friends and family members are developing a plan to return uncompleted work and machines at Murray's shop to Murray's customers.

**According to press release** issued by vjb Racing Team, "Recurring back pain will put an early end to the season for Vicky Jackson-Bell. Vicky had surgery for a herniated disc in November 1999 but the same area of her back is again creating problems. Vicky can no longer run, ride a mountain bike or lift weights. An MRI on September 3 will determine whether surgery is necessary. Vicky was to have competed in the Formula USA events at Portland and Daytona, competing in the Aprilia Cup and 125cc GP National Championship."

**Tony Bell, husband/tuner** of road racer Vicky Jackson-Bell and co-owner of Spectrum Motorsports in Lake Forest, California, became a U.S. citizen on July 8, in Pomona, California. Bell participated in a mass swearing-in, one of two held on the day, each producing 3500 new U.S. citizens originally from 93 foreign countries. Bell, originally a British citizen, first came to U.S. 16 years ago as a legal alien, with a green card. Bell's son, Christopher, was born in the U.S. 8 years ago and holds dual citizenship. Vicky Jackson-Bell is a British citizen with a green card, and is in the process of gaining her U.S. citizenship as well.

**WERA racer Brandon Heidepriem** married Toni Korpi on Saturday, July 28, in Findlay, Ohio.

**WSMC racer Franz Volpi** and wife Tanya had a daughter, Angelina Graciela, April 29, in West Hills, California.

**WERA racer, official** and Bridgestone tire vendor Derek "Stickboy" Bennett and wife Lori "Honey" Bennett, also a WERA official, had a daughter, Mackenzie Bailey Bennett, July 21 in West Columbia, South Carolina.

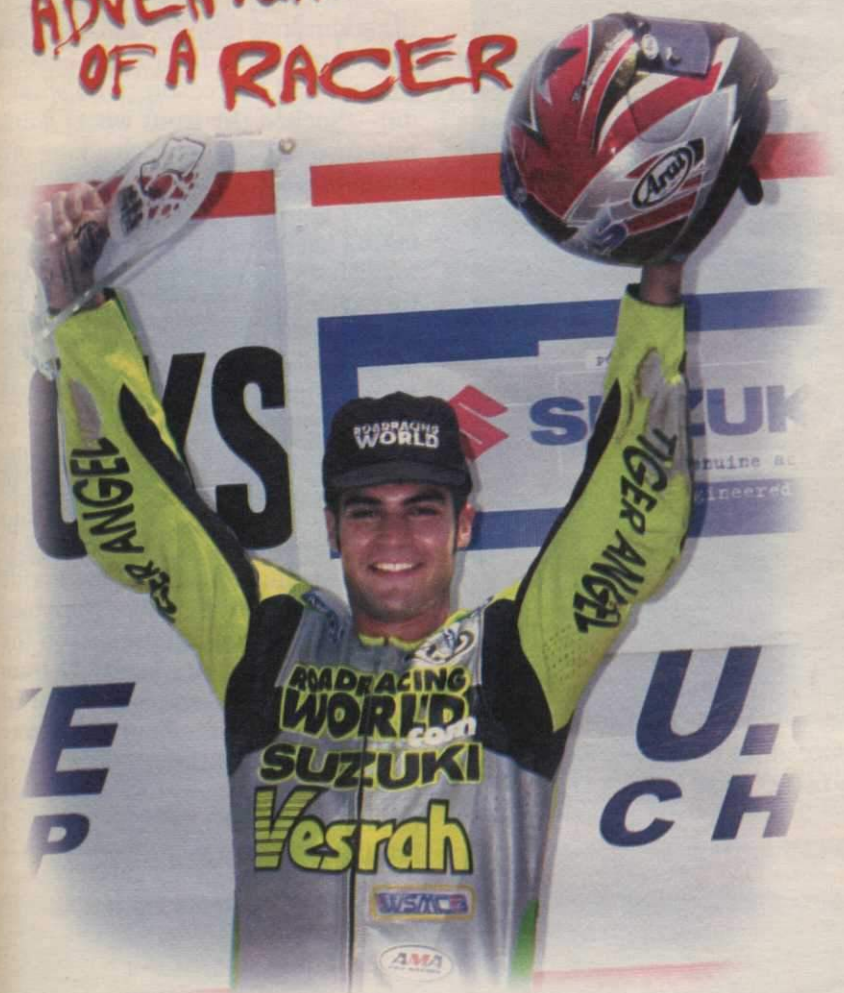
**WERA racer Bryon Dumas** and wife Paula had a daughter, Isabella Elyse, August 9 in Fort Walton Beach, Florida.

**Ron Geis, Jr.** died July 1 at Nelson Ledges from internal injuries sustained in a one-bike accident during a Fasttrax race weekend. According to Fasttrax owner Bob Stanley, Geis, 27, high-sided exiting turn three, was hit by his own motorcycle, and died instantly in Fasttrax's first-ever fatal accident. Geis had been living in Cleveland, Ohio but services were held shortly after the accident in Geis' hometown of Altoona, Pennsylvania. Geis is survived by his father, Ron Sr., his sister, Jason Broadrick, and his 10-year-old son Michael. Geis Jr. was less than eight work-hours short of having benefits at his place of employment. The family has requested that anyone wishing to send donations send them to Jason Broadrick, 3220 Bradbury Dr., Aliquippa, PA 15001. **RW**



# THE ADVENTURES OF A RACER

First Person/Opinion  
By Chris Ulrich



My mechanic Billy Wiese helped me drive from Mid-Ohio to Brainerd. It took us about 20 hours to get up to Brainerd. We arrived at the track Monday night. That gave Billy and Shane Clarke a couple of days to put my bike back together. Billy finished up the bike by Wednesday. I chilled and waited for practice to start.

The first session on Thursday didn't go that well. The fuel injection light came on when I went out on the track. I had to go back to the pits so Billy could fix it. The problem was fixed in no time and I went out in the next session, and did 44s. I was just getting loosened up and checking out the bike to see how it worked. The next session I tried to get the bike a little better. The bike was good, but over the bumps exiting the infield corners the bike wanted to highside me if I got on the gas when I wanted to. We tried some changes and it got a little better. The bike was still not that great. The next session we worked on the traction problem. I got down into the 42s, and did a 42.92. It was faster than I had gone, but it wasn't fast enough. I needed to go a little better. The gearing was a little tall, but there was a headwind so I wanted to wait and see what would happen if the headwind died down.

We messed around with the gearing a little bit in the morning, but didn't make any headway in the times. It was frustrating because the gearing change should have worked, but that screwed up the wheelbase and made the bike squat. I don't like the bike when it does not finish the corner. I was stuck in the 42s and then it started raining Friday afternoon so they called off the rest of the activi-

ties for the day. I was really racking my brain about the gearing. I just wasn't sure what I wanted. I talked to my dad and then went back to the gearing we had tried during the morning session. The set-up we had wouldn't pull sixth gear into turn one.

I made it work in the morning session and dropped into the 41s, and did a 41.28. It was about time I got my ass in gear! The time I did put me second in the morning warm-up. I had to qualify right before lunch. Qualifying on the same day as you race sucks. Qualifying Friday afternoon gives you more time to make changes if your set-up is a little off. In qualifying my set-up was off and all I could do was a 41.38. The time put me seventh on the combined grid. I wasn't happy at all; it was going to be a long race if we didn't come up with a solution. I talk to Billy and then finally figured out how to get a good gear ratio with the wheelbase I wanted, with some help from the Valvoline guys. So Billy got cracking on the bike. He didn't have much time to get everything done, but he got everything done and we were down at the wall by the time the 250cc heat races started.

I was starting on the second row, and it was going to be really important to get a good start. Of course as usual, I didn't get a good start and was back in like seventh or so. As usual I started to pick people off and work my way to the front. I passed a few people and then a few more. I caught up to Ben Spies, who was in second, by the fourth lap. I drafted by him the next lap. After that all the hard work was done. I split and went after Jimmy

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continued on page 102

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Brainerd, 750cc Supersport: "I had struggled all weekend with my set-up and then got it right for the race. At first I had a bike that was maybe top five if I rode really hard and took a lot of chances. After we made those changes it got way better." Photo by Brian J. Nelson.

## Adventures Of A Racer

continued from page 101

Moore. Unfortunately, Jimmy was long gone by the time I got through the traffic. Then, heading for the white flag, my hard work all went up in smoke—I jumped the curb on the outside of turn nine and bent both of my wheels,



Brainerd, 750cc Supersport: "I passed a few people and then a few more. I caught up to Ben Spies, who was in second, by the fourth lap. I drafted past him the next lap. After that all the hard work was done. I split and went after Jimmy Moore."

Photo by Brian J. Nelson.

and the rear tire went flat. I toured for the last lap and ended up 17th. I went from steak to bologna in a matter of seconds. It sucked.

I was pretty tweaked about the race. I had struggled all weekend with my set-up and then got it right for the race. At first I had a bike that was maybe top five if I rode really hard and took a lot of chances. After we made those changes it got way better. I still

took a lot of chances to get through, but it wasn't like what I was going to have to do with the other set-up.

One redeeming thing about the weekend was Peter Clifford complimenting me on my ride. He was in town to see Hopper and check out the scene. You take a 500cc Grand Prix team manager's word a little more seriously than anyone else's opinion. Well, I take what my dad says seri-

ously, but most everything else goes in one ear and out the other.

The weekend sucked and then it got better. Then it sucked again. My fastest time from the race was exactly the same as Jimmy's. Like I have been saying all year, I need to get a better start and I will win.

After Brainerd I had to fix a leaking fuel return line on the motorhome before David Swarts could drive it back



Summit Point, WERA Endurance: "I knew that my teammates were faster than his teammates, so I just went on damage-control mode. Then he crashed and I had a big lead—I almost lapped second." Photo by Jamie Guffey.

to Southern California. No one close had the part, so we had to go to Minneapolis to find it. It was pretty lame. We had to drive two hours to the city and then drive back. Then we had to fix the motorhome and hit the road.

I had to go to Summit Point for a WERA endurance race the next weekend. From Brainerd I went to Mark Junge's, went mountain biking with Mark and then took off for Summit. I arrived at Summit on Thursday afternoon; practice started on Friday. In practice I rode a stock GSX-R600 that Mark had. The bike felt good, but the bar placement was weird so I had the mechanics change it. After that I went out and got into the 1:18s. Then I made some more changes and by the end of the day I was at 18.00 on the 600 and 17.5 on the endurance GSX-R1000.

It was weird switching from a 600

to a 1000. I had to tell myself when I got on the 1000 to not rev it. After that life was good. I figured it out pretty fast. I just had to switch from 600 mode to 1000 mode.

Saturday morning I went out on the endurance bike and proceeded to pile it up. I just did a bone-headed thing. I had no reason to do what I did—I locked the front wheel going into turn one. So after checking out the damage, I figured out that I was totally f--ked. The crash truck was taking too long to show up so I opted to push the bike back to the pits from turn one. I train my ass off, but there is nothing harder than pushing a bike in full leathers and helmet. I got some help from a dude on an XR. It was a bad deal, I thought I was going to have a heart attack. But I got the bike back to the pits faster than the crash truck could have. That was all that mattered.

The team still wanted me to ride my stint even after I crashed the A bike and caused them to have to run the spare. Tray Batey, who joined the team to replace injured Glenn Szarek, started and then they put me out. I was way nervous, but I got the job done. Scott Harwell came by me, but I didn't want to push that hard, so I let him go. I knew that my teammates were faster

than his teammates, so I just went on damage-control mode. Then Harwell crashed and I had a big lead—I almost lapped second. I pitted just after the hour, handed off to Mark and went to chill. Mark handed off to Tray and we had a four-lap lead when it started to rain with lightning strikes. They red-flagged the race at the start of the fifth hour. We won.

I had tried my best to spoil it for my team, but we came through. I didn't have a sprint bike on Sunday, so I chilled and watched some races. I had to wait until Tom Montano was done racing because I had to haul his Pro Thunder bike back to California.

After I was loaded, I headed to Alabama to put together a GSX-R1000 for the Suzuki Cup. After that, I was headed home for a few days before the AMA National at Pikes Peak. **RW**



# New Hampshire International Speedway

Daytona North

## 2001 Loudon Road Race Series Largest Road Race Club in America

July 7 & 8, 2001 - Clear, Dry, Then Mist & Rain, Then Dry, Etc.  
1038 Entries, 366 Racers, 580 Spectators  
Mid Season Sizzler



# MICHELIN

### Mr. BIB RULES the SV's

Chatter can be good! Coffee chatter, channel chatter, bar chatter, etc.  
But high speed front end chatter is not a happy time!

Some Suggestions for solving this puzzle:

- 1) Is either fork tube bent or elliptical in shape that may cause drag on the fork seals?
- 2) Do you have the correct quantity and viscosity fork oil in both fork legs?
- 3) Check for correct fork spring rate and preload settings.
- 4) Is your weight forward, up over the tank, going through the turn?
- 5) Throttle control must keep the front tire loaded — No coasting.
- 6) Are brake rotors warped or dragging?
- 7) Are brake pads retracting all the way?
- 8) Are cold tire pressures correct **BEFORE** you turn on the tire warmers?
- 9) Try 2 pounds higher cold tire pressure in front during practice.
- 10) For SV Superbike on slicks, try a Pilot Race or Race Soft DOT tire in front with the Michelin slick in the rear.

Remember, grip of the front tire must always be more than the grip of the rear.

The Moment  
of Truth



**Des Conboy**

New Bike Developer  
2<sup>nd</sup> GTO  
3<sup>rd</sup> UNSB



**Brent Campbell**

Mr. Comeback'  
2<sup>nd</sup> GTL Points



u know what I  
do to tires!



**Vahan Buchakjian**

1<sup>st</sup> HWSM Points Leader  
2<sup>nd</sup> LWSB Points



**Bart Chamberlian**

1<sup>st</sup> LWSM Points Leader



**Brian Kent**

### Brian Kent

Racer of the Month

"Mr. Adaptability"

Wet, Dry, Mist, Overcast, Drizzle

- 1<sup>st</sup> GTL
- 1<sup>st</sup> Formula 40
- 1<sup>st</sup> HWS UNGP
- 1<sup>st</sup> Michilen Rains
- 2<sup>nd</sup> LWSS
- 4<sup>th</sup> LWSB

Racers Adapt Quickly  
Champions Adapt Quickest



13 Championships, 3 Bikes in development  
One Passion - WINNING  
**Rick Doucette**



**Primary Care Giver  
Sandy MacPherson**



**Jesse Sandoz**

2<sup>nd</sup> SuperTwin  
with cracked ribs



**Peter Kates**

"Mr. Chassis Setup"  
and Alex



**Ducati  
Powerhouse**

# MICHELIN \$1000.00 DASH FOR CASH

## JR/EX Unlimited Gran Prix

'Run what you brung'

July 8, 2001

Racers - 18 Experts, 9 Juniors

os on the bubble, Damp, Mist, Overcast, Threatening  
(Before the downpour)

Greenwood	1 <sup>st</sup> Place	\$300.00
Chouinard	2 <sup>nd</sup> Place	200.00
Polach	3 <sup>rd</sup> Place	100.00
Kent	1 <sup>st</sup> Hvywt Sportsman	100.00
	1 <sup>st</sup> Michelin Rains	100.00
Young	1 <sup>st</sup> Michelin Junior	100.00
	1 <sup>st</sup> Michelin Pilot DOT	100.00

Monday Total Payout \$1000.00



**Michael Young**  
Best paid Junior  
on campus



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we make them perform,  
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Stop dreaming about it and start doing it on the racetrack with the Team Hammer Advanced Riding School & Track Rides! We'll take you up on the incredible high banks at Daytona and Pocono, into Portland's super-fast turn one, around Willow's famous turns eight and nine! Your exciting school or track ride day at the racetrack includes a participant gate pass good for the weekend's professional races. Spend the day riding with Team Hammer, then stay on for the rest of the weekend and watch the professional racers. All Team Hammer schools and track rides take place on fully-prepped and staffed racetracks with haybales, cornerworker crews and EMTs standing by, and school graduates are eligible for CCS and WERA racing licenses. Schools include classroom and four 30-minute on-track instruction sessions. Track rides include at least four 30-minute on-track sessions. Come ride with Michael Martin and the rest of Team Valvoline EMGO Suzuki at a racetrack near you! (Formerly known as the Team Suzuki Endurance Advanced Riding School.)

Team Hammer Advanced Riding Schools include classroom and on-track instruction for riders who have never been on the track before or who want to improve their on-track skills. Topics covered include riding techniques, race strategy and bike set-up. The cost is \$250 for tuition plus a \$35 non-refundable materials and registration fee. Virginia, Pocono, Portland and Daytona schools include Formula USA weekend participant gate pass. Willow Springs school includes AMA weekend gate pass.

Rental leathers available. Certain restrictions apply. Team Hammer Track Rides are for riders who have already graduated from a Team Hammer Advanced Riding School or similar recognized course. The cost is \$150 for track time plus a \$35 non-refundable registration fee. Virginia, Pocono, Portland and Daytona track rides include Formula USA weekend participant gate pass. Rental leathers available. Certain restrictions apply. Team Hammer Pro Practice days at Brainerd and Willow Springs are restricted to AMA Pro-licensed racers participating in the following weekend's AMA National. The cost is \$185 per rider, no matter how many bikes he or she rides. Certain restrictions apply.



## Team Hammer's Racetrack Tour 2001!

June 28, Thursday	Virginia International Raceway, Danville, VA (School, Track Ride, Practice) (FUSA)
July 26, Thursday	Brainerd International Raceway, Brainerd, MN (Pro Practice) (AMA)
August 23, Thursday	Pocono International Raceway, Long Pond, PA (School, Track Ride, Practice) (FUSA)
September 6, Thursday	Portland International Raceway, Portland, OR (School, Track Ride, Practice) (FUSA)
September 12, Wed.	Willow Springs International Raceway, Rosamond, CA (School, Track Ride) (AMA)
September 13, Thursday	Willow Springs International Raceway, Rosamond, CA (Pro Practice) (AMA)
October 17, Wednesday	Daytona International Speedway, Daytona Beach, FL (School, Track Ride) (FUSA)